CYCLE GUIDE

TESTS: Kawasaki Eliminator, Yamaha FJ1100, Husqvarna 500CR, Yamaha BW200

APRIL 1985
$1.75
CC 02763

MOTORCYCLES AGAINST THE WORLD

YAMAHA FJ1100
VS.
F15 EAGLE

HONDA GOLD WING LTD. ED.
VS.
QUEEN MARY

HUSQVARNA 510TE
VS.
JOHN DEERE JD450-C CRAWLER

SAKI 454 LTD.

TTE

DIR 0964
ALAWRL449DOUI4 04 CG MAY86
LARRY LAWRENCE
449 DOUGLAS DR
IN 46112

0 71486 02763

FINAL WEEKS

WORLD FAMOUS GHIBLI HELMET

IN FINAL WEEKS OF GIANT PUBLICITY DRIVE. FEW HELMETS LEFT AT $69.

THIS IS NOT *A MISPRINT*

Response to helmet promotion has been phenomenal and only a fraction of the promotional inventory is left (less than 5,000 pieces). These helmets will remain in inventory until sold, on a first come - first served basis. All helmets are first quality and come with a full one year warranty.

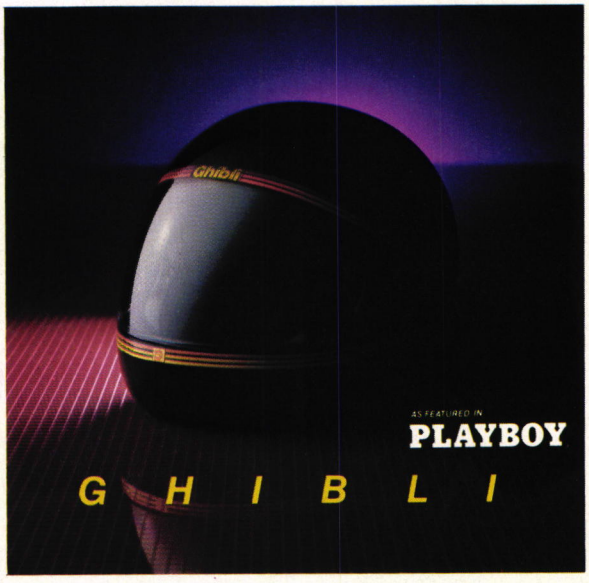
All who wish to apply for a GHIBLI HELMET should write to the company address below before Midnight, June 30, 1985

Special Note: The previous promotion of this helmet was a complete sell out - so act now for best color selection.

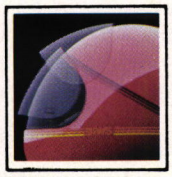
NEWPORT BEACH, CALIFORNIA Ten thousand new GHIBLI Motorcycle helmets, with lever activated, three (3) position flip shield and patented *"Easy Action"* quick release chin strap, will be sold as part of a giant publicity campaign for *$69 apiece, or 2 for *$65 ea. to the first four thousand people who write or call the company before midnight, June 30th, 1985.

These are the same famous Ghibli Helmets that retail for over $110 each and were featured in the pages of ***Playboy magazine, Ultralight, Cycle World, Cycle Guide, Rider*** and many other leading magazines and referred to as ***"the first totally new helmet to come along in a decade"***.

Weighing less than many open faced helmets, the Ghibli still exceeds all National and International government safety standards, including D.O.T. and is fully approved for use in all AMA sanctioned motorcycle competition events. At the same time, Ghibli includes features never before available on motorcycle helmets. Features such as flush mounted *"3-position"* face shield that eliminates whistling and wind noise. A quick-release chin strap mechanism, which enables helmet removal, even with bulky gloves on.



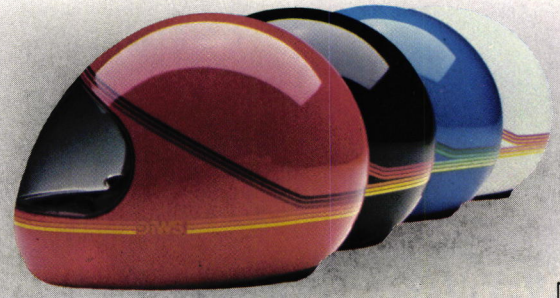
LEVER ACTION: Simply push the lever and the shield opens in one smooth, single hand operation.



THREE POSITION SHIELD: Precision molded flip shield will lock into any of three positions.

NO WHISTLING: Outer shell is completely streamlined, eliminating wind and water leakage.

QUICK RELEASE STRAP: "Easy Action" chin strap, simpler to fasten or release than any other type of chin strap.



Colors: Monza Blue, Alpine White
Ferrari Red, Onyx Black

These GHIBLI Helmets will not be sold at this price by this company in any store. To obtain one at this price, apply in writing or by telephone to the company no later than midnight, June 30, 1985.

Each helmet carries a *full one-year warranty*. There is a limit of (2) helmets per address at these prices, but requests mailed or called in early enough (before June 15th, 1985) are permitted to order up to 4 helmets.

To apply for a new Ghibli Helmet, mail this original printed notice (or a copy) together with your name and address and *$69 for one (1) or *$65 ea. (to total $130.00) for two (2) plus only $4. for shipping and handling no matter how many helmets you request. Calif. residents add 6% sales tax. Replacement shield in tint or clear, only $9.**

Mail to:

GHIBLI HELMET PROMOTION
3857 Birch St., Dept. W-4
Newport Beach, CA 92660

Phone Orders may be called in Mon. - Fri., between 8 A.M. - 5 P.M. Western time.

NATION
1-714-547-5702

OUTSIDE CALIFORNIA
1-800-621-9183

NOTE: Payment may be made by **Visa, Mastercard, American Express** or Money Order. Personal checks require 4 weeks for bank clearance. Do not send cash.

GHIBLI SIZING CHART	
HEAD MEASURE	**HELMET SIZE**
21 3/4" to 22 1/4"	Small
22 3/8" to 23"	Medium
23 1/8" to 23 5/8"	Large
23 3/4" to 24 1/4"	X-Large

*These are promotional prices **only** and therefore are good only thru the dates and times listed above.
**Replacement shields will continue to be available from this address after conclusion of helmet promotion.
For up to date prices after June 30, 1985 write or call company direct.

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ON THE COVER:
A stellar performer in its own right, Yamaha's FJ1100 has the first-strike capability to make it the vanguard in the struggle to establish two-wheel supremacy on a global scale. David Dewhurst fired the shot heard round the world, from the safety of an orbiting space shuttle.

CYCLE GUIDE

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QUOTE:
"The rules said no aluminum axles, so we said, fine, we'll use titanium."
—Pg. 91

RIDE A CHAMPIONSHIP.

He starts wheel-to-wheel with the competition. But, with a few quick moves and a handful of throttle, his Interceptor™-based Superbike is suddenly ahead of the pack.

He tucks himself behind the aerodynamic fairing and becomes part of the incredibly efficient road-hungry machine. Suspension, frame, brakes, tires and rider work in perfect harmony.

Every twist and turn of the pavement seems to straighten effortlessly.

Every twist of the throttle brings lightning-quick acceleration from the powerful liquid-cooled V-4.

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It's a feeling of total confidence. It's a feeling you can get only on an Interceptor. And it's a feeling you can get for only $3,498.*

See the 1985 Interceptor at your Honda dealer. And ride a championship.

Now, you can ride the 1985 Interceptor, with a liquid-cooled 699cc DOHC 90° V-4 that develops an incredible 81† horsepower. A race-designed rectangular-section frame. Air-adjustable Pro-Link™ rear suspension with adjustable damping. Triple-disc brakes and Honda's exclusive Torque Reactive Anti-dive Control (TRAC™). It's armed with more championship-technology than any other production machine.

The 700 Interceptor has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. Rearview mirrors are standard equipment. †SAE net taken at the crankshaft. *Manufacturer's suggested retail price. © 1985 American Honda Motor Co., Inc. (4/85) For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 965, Box 9000, Van Nuys, CA 91409.

HONDA MOTORCYCLES

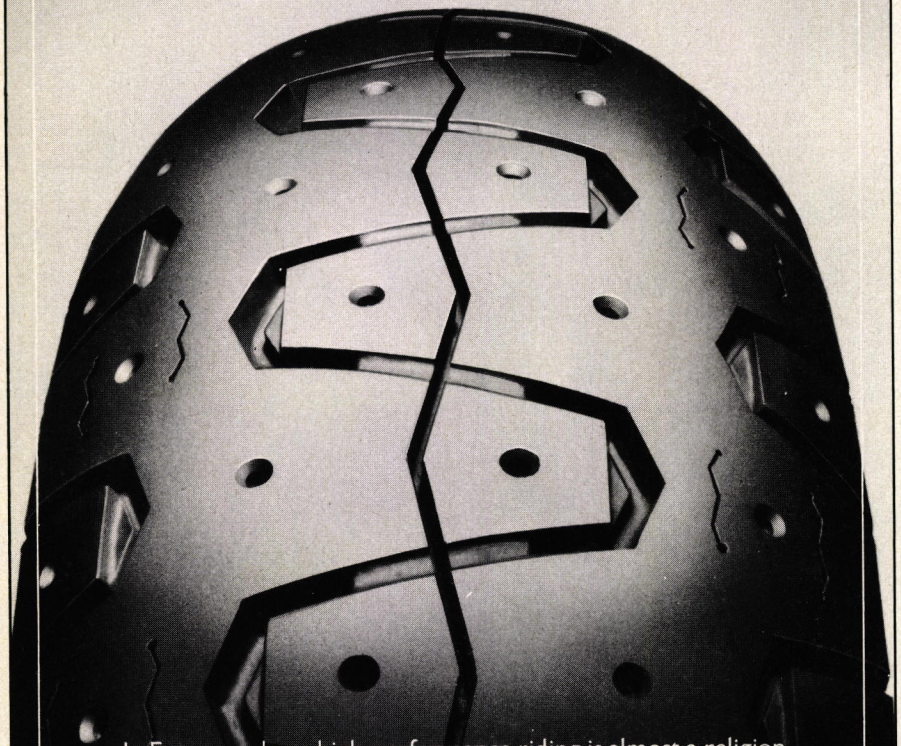
FOLLOW THE LEADER

RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed

and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

PIRELLI PHANTOM

Europe Sends You Its Best.



In Europe, where high-performance riding is almost a religion, the V-rated Pirelli Phantom outsells Metzeler, Michelin, Continental. And Dunlop.

But except for a small group of very patient, very demanding Knee Draggers, most Americans haven't had the chance to find out what all the excitement's about.

Happily, those days are over now.

Pirelli's newly expanded American distribution system means that now you should be able to get all the legendary Phantom "Plus Ones" and new super-sticky compound "SportsComps" you want.

Which ought to be very good news for you.

And very bad news for the guy riding behind you.

PIRELLI

MT-28 SportsComp

Contact: Pirelli Tires
c/o Ampersand International
Dept. CG

P.O. Box 421
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CYCLE GUIDE

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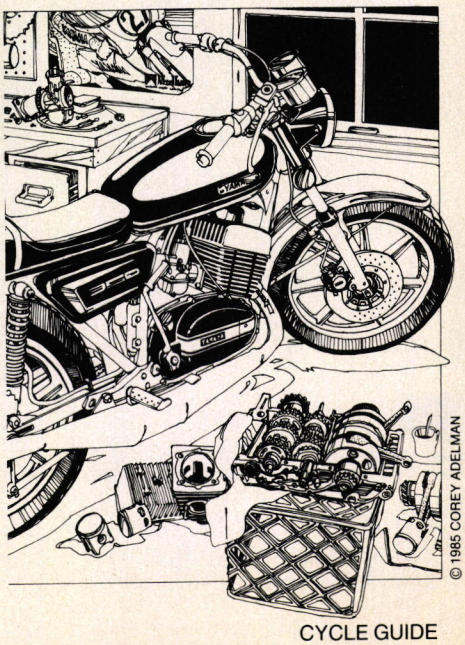

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PORSCHE CP4

THE ULTIMATE PORSCHE CHALLENGE

Only a design this advanced can carry the Porsche name.

For years Kiwi has provided you with the quality, styling and craftsmanship that is pure Swiss.

The ultimate in Kiwi quality combines those Swiss standards of excellence with the most advanced German engineering available in this F.A. Porsche designed helmet.

The most exclusive feature of the CP-4 is the "Porsche-Visor"™, a fully integrated spheroid visor that recesses into the helmet shell—you have to see it to believe it! Combine this exclusive feature along with lightweight, deluxe padding for safety and comfort and the CP-4 ventilation system and you have a design that challenges the industry, to make the CP-4 **the** helmet "to own".

German Engineering/Swiss Quality.
The CP-4 Porsche brought to you by Kiwi.

KiWi

History in the Making

DynaTour
CORPORATION · CHICAGO, IL, USA

The CP-4 and other Kiwi Products are available consumer direct. For pricing and ordering information, please write to DynaTour Corporation, Inc., 1944 N. Narragansett Avenue, Chicago, Illinois 60639

CYCLE GUIDE'S CYCLE GUIDE

Cycle Guide's catalog of recent test hardware—no brag, just fact

OFF-ROAD

MAKE & MODEL	ISSUE	TYPE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS.	RAKE/TRAIL, DEGREES/INCHES	GEARS
Cagiva WRX 250-'84	August '84	Enduro	Two-stroke	11.1/11.6	232	30.0/4.65	6
Cagiva WMX 250-'84	January '84	Motocross	Two-stroke	11.9/12.7	221	28.0/4.65	6
Can-Am 320 Trials-'84	October '84	Trials	Two-stroke	4.8/4.5	205	25.5/3.00	6
Honda ATC250R-'84	May '84	ATV	Two-stroke	8.8/8.0	311	N/A	5
Honda CR125R-'84	April '84	Motocross	Two-stroke	11.2/12.3	195	27.2/4.29	6
Honda CR250R-'84	February '84	Motocross	Two-stroke	11.7/12.2	216	26.7/4.13	5
Honda CR500R-'85	February '85	Motocross	Two-stroke	11.6/12.3	232	27.5/4.41	5
Honda XR200R-'84	August '84	Enduro	Four-stroke	9.9/9.6	235	26.0/4.13	6
Honda XR350R-'83	June '83	Enduro	Four-stroke	10.9/10.4	253	26.0/3.94	6
Honda XR500R-'83	October '83	Desert	Four-stroke	11.0/12.2	278	25.5/3.94	5
Husqvarna 250CR-'83	January '83	Motocross	Two-stroke	11.8/12.7	227	30.0/5.51	6
Husqvarna 400WR-'84	July '84	Enduro	Two-stroke	11.0/11.2	242	28.5/5.16	6
Husqvarna 500CR-'85	April '85	Motocross	Two-stroke	11.9/12.9	235	27.0/4.72	4
Husqvarna 510TE-'85	March '85	Enduro	Four-stroke	10.6/11.9	263	28.5/5.16	6
Kawasaki KXT250 Tecate-'84	May '84	ATV	Two-stroke	8.6/8.2	319	N/A	5
Kawasaki KDX200-'84	August '84	Enduro	Two-stroke	10.0/10.9	214	28.0/4.76	6
Kawasaki KDX250-'83	November '83	Enduro	Two-stroke	10.1/10.7	232	29.0/5.00	6
Kawasaki KX125-'84	April '84	Motocross	Two-stroke	11.7/12.2	195	27.5/4.57	6
Kawasaki KX250-'84	February '84	Motocross	Two-stroke	11.6/12.3	220	28.5/4.65	5
Kawasaki KX500-'83	May '83	Motocross	Two-stroke	11.7/11.9	232	29.0/4.80	5
Kawasaki KLR600-'84	September '84	Dual-purpose	Four-stroke	9.2/8.3	322	29.5/4.80	5
KTM MC 495-'83	May '83	Motocross	Two-stroke	11.9/12.4	249	28.0/4.21	4
Maico 490 Spider-'83	May '83	Motocross	Two-stroke	11.8/12.2	240	27.0/4.72	4
M-Star 250 Supercross-'84	Nov./Dec. '84	Motocross	Two-stroke	11.7/12.7	230	27.0/4.72	5
Suzuki ALT50-'83	June '83	ATV	Two-stroke	N/A	90	N/A	1
Suzuki Quadrunner 250-'84	October '84	ATV	Four-stroke	1.0/N/A	384	N/A	5
Suzuki RM125-'84	April '84	Motocross	Two-stroke	11.5/12.4	190	29.5/4.84	6
Suzuki RM250-'84	February '84	Motocross	Two-stroke	11.8/12.9	220	27.8/4.41	5
Suzuki RM500-'83	May '83	Motocross	Two-stroke	11.9/12.8	234	29.7/4.84	4
Yamaha BW200-'85	April '85	Trail	Four-stroke	6.3/6.6	249	27.3/3.46	5
Yamaha IT200-'84	August '84	Enduro	Two-stroke	10.0/10.6	211	28.0/4.53	6
Yamaha XT250-'84	Nov./Dec. '84	Dual-purpose	Four-stroke	9.7/7.9	266	28.3/4.60	6
Yamaha YZ125-'84	April '84	Motocross	Two-stroke	11.9/12.3	194	27.7/4.57	6
Yamaha YZ250-'84	February '84	Motocross	Two-stroke	11.3/12.6	214	28.0/4.69	5
Yamaha YZ490-'84	June '84	Motocross	Two-stroke	11.3/12.7	227	28.5/4.72	4

STREET

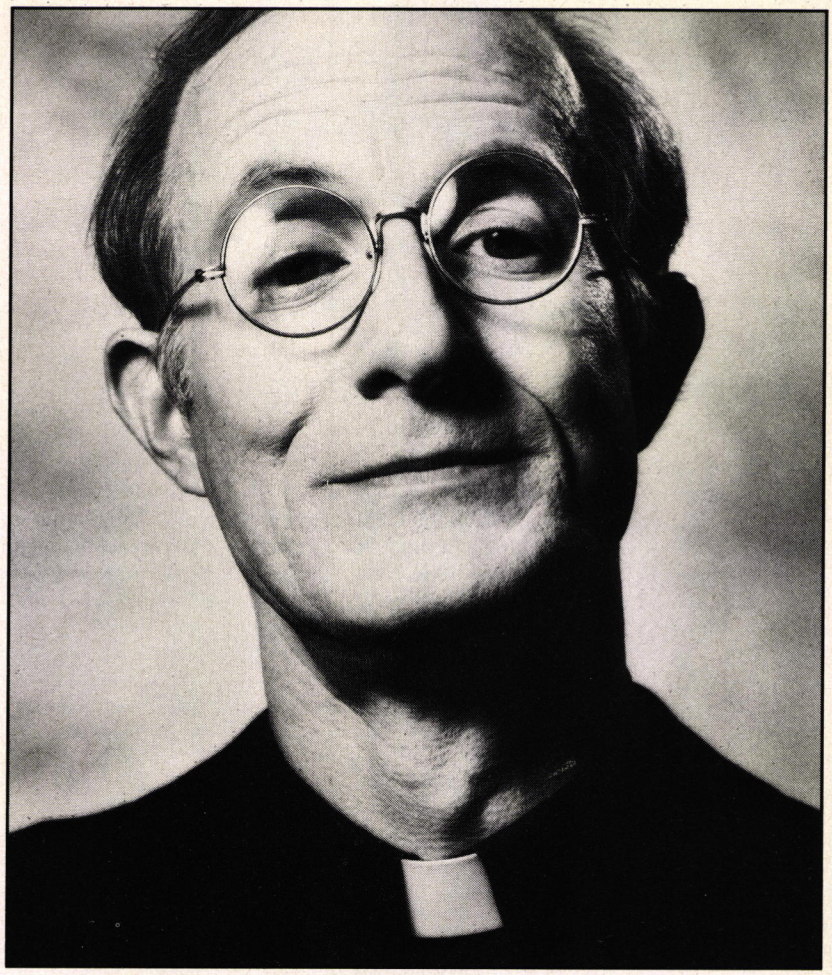
MAKE & MODEL	ISSUE	ENGINE TYPE*	DISPLACEMENT, CC	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS.	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R100RS-'84	October '84	2C/G	979.9	13.425/95.84	111	506	45–57	163
BMW K100RS-'84	October '84	4I/G	987.2	12.381/109.48	133	532	39–54	139
H-D FXRS Low Glide-'84	January '84	45 deg. 2D/F	1337.7	13.917/94.57	112	575	38–48	140
H-D FXRT Sport Glide-'85	October '84	45 deg. 2D/H	1337.7	14.180/90.36	92	640	28–51	126
H-D FLTC Tour Glide-'84	March '84	45 deg. 2D/F	1337.7	14.603/88.75	107	774	39–54	152
H-D XLH Sportster-'85	February '85	45 deg. 2D/F	997.6	13.742/95.94	111	490	43–58	146
H-D XLX-61-'83	June '83	45 deg. 2D/F	997.6	13.459/95.94	106	488	40–72	128
Honda Gold Wing Ltd Ed.-'85	March '85	4C/G	1181.9	13.346/98.36	113	810	37–45	134
Honda Nighthawk 650-'83	December '82	4A/G	656.0	12.287/108.04	122	451	29–51	127
Honda Nighthawk S-'84	February '84	4A/G	696.7	12.048/109.75	125	492	28–45	125
Honda VF400F-'83	September '83	90 deg. 4D/F	399.1	13.588/96.35	112	402	34–51	127
Honda VF500F Interceptor-'84	July '84	90 deg. 4D/F	497.6	12.484/106.00	126	419	33–48	123
Honda VF700F Interceptor-'84	October '84	90 deg. 4D/F	698.9	12.323/106.50	124	512	37–48	136
Honda VF750F Interceptor-'84	May '84	90 deg. 4D/F	748.1	11.890/114.64	140	511	23–39	127
Honda VF1000F Interceptor-'84	May '84	90 deg. 4D/F	998.4	11.121/123.45	150	536	23–45	125
Honda VF700S Sabre-'85	January '85	90 deg. 4D/G	698.9	12.358/109.09	121	514	28–48	136
Honda VT750C Shadow-'83	April '83	45 deg. 2D/G	749.6	12.906/100.78	127	484	48–55	132
Honda V65 Magna-'85	February '85	90 deg. 4D/G	1098.0	11.440/118.42	142	566	34–46	133
Kawasaki Ninja 600R-'85	March '85	4A/F	592.6	12.124/109.09	135	448	40–48	135
Kawasaki GPz550-'85	March '85	4A/F	553.8	12.478/104.89	121	432	44–54	137
Kawasaki GPz750-'84	May '84	4A/F	739.0	12.114/110.97	135	502	37–47	120
Kawasaki GPz750 Turbo-'83	July '83	4A/F	739.0	11.225/123.53	146	514	N/A	N/A
Kawasaki GPz1100-'84	May '84	4A/F	1089.9	11.312/120.80	145	560	24–48	120
Kawasaki Eliminator-'85	April '85	4A/G	908.2	11.405/117.49	134	569	22–41	131
Kawasaki Ninja-'84	May '84	4A/F	908.2	11.181/123.62	146	523	24–44	126
Kawasaki Voyager-'84	March '84	6A/G	1286.1	13.346/97.61	116	882	28–44	142
Laverda RGS 1000-'84	December '83	3A/F	980.8	12.565/106.50	130	556	25–40	140
Suzuki GS550ES-'84	July '84	4A/F	572.3	12.675/103.68	123	444	30–51	135
Suzuki GS700E-'85	January '85	4A/F	699.5	11.978/112.21	125	485	27–53	140
Suzuki GS1150ES-'84	October '84	4A/F	1135.4	11.268/122.44	148	542	26–51	122
Suzuki GV700GL Madura-'85	Nov./Dec. '84	82 deg. 4D/G	698.5	13.307/102.15	111	546	23–45	143
Suzuki GV1200GL Madura-'85	February '85	82 deg. 4D/G	1165.9	11.364/117.18	140	576	28–45	131
Yamaha RZ350-'84	July '84	2A/F††	347.4	13.529/97.61	111	357	26–53	122
Yamaha RZ500-'84	September '84	4D/F††	499.7	12.053/112.64	136	439	25–37	N/A
Yamaha FJ600-'84	July '84	4A/F	598.8	12.468/105.63	126	435	32–50	129
Yamaha FJ1100-'85	April '85	4A/F	1097.6	11.002/123.28	145	543	30–47	138
Yamaha 920 Virago-'83	April '83	75 deg. 2D/G	920.0	12.835/101.46	108	503	38–45	138
Yamaha Venture Royale-'84	March '84	70 deg. 4D/G	1197.6	12.759/101.46	124	752	37–53	137

*__A__-Transverse Vertical, __B__-Vertical (single-cylinder only), __C__-Horizontally Opposed, __D__-Tandem Vee, __E__-Transverse Vee, __F__-Chain Final Drive, __G__-Shaft Final Drive, __H__-Belt Final Drive, __I__-Horizontal Longitudinal

† indicates a calculated top speed; †† indicates a two-stroke engine

Order back issues through Cycle Guide Back Issues Department, 20916 Higgins Court, Torrance, California 90501. Include $3.00 for each copy ordered.

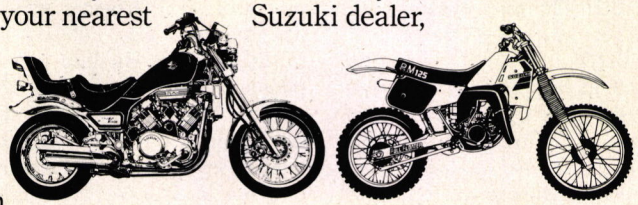
"IF I CAN STEAL A SUZUKI MOTORCYCLE, SO CAN YOU."



SUZUKI AUTHORIZED LICENSE TO STEAL.

Save up to $500 on selected street and dirt bikes. License expires May 31st, 1985.

The Suzuki Factory "Cashback" Deal. It's your license to steal. Sneak into your nearest Suzuki dealer, make your very best deal on selected bikes, and get up to $500 cash back from the factory, depending on the bike you choose.



Save up to $500 on selected street and dirt bikes.

You'll find exciting deals on 17 exciting models. Everything from the World Champion 125 Motocross to the ultimate cruiser, the Madura GV1200. With the GS750TZ going for 50% off the original price. And a $500 factory rebate on the GS450ED. Plus many more.

Participating Suzuki dealers can give you all the details you need.

But hurry. Your license to steal expires May 31st. To miss a deal like this would be a real sin.

SUZUKI®

*Rebates only apply to vehicles currently in dealer inventory.

WORKS LIKE A SINGLE MOVING PART.

Thompson at Large

Late Braker

All about the old man and the RZ.

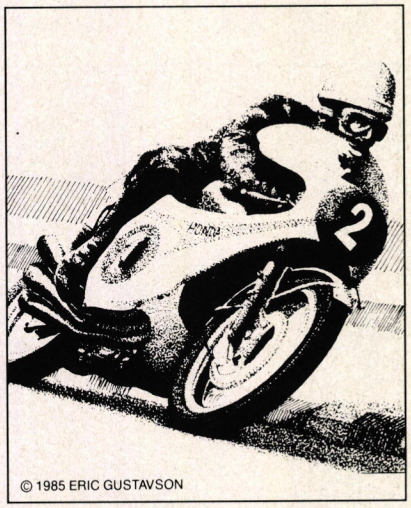
• A little more than 20 years ago, Fred cut a deal with his son, Jim. The deal was simple: If Jim would stay off motorcycles, Fred would help out Jim with his cars. No parent would gainsay the spirit of Fred's act; it comes naturally when the hormones begin pumping furiously through your teen-age son. You grab for anything that'll help him stay alive through the tough years when, for him, judgment is only a word in an unread dictionary. Still, it was blackmail, of a sort, and although Jim got to build and race cars, all the while, somewhere back in the secret place where young men nourish wild dreams, he knew, he absolutely knew, that one day he'd race motorcycles.

Fred's plan worked. Jim stayed alive. He made it through high school, through college and into the world to get a car freak's dream job at one of the world's best car magazines. As a magazine editor, he got to live out his most cherished car-fantasies; he drove sprint cars, Formula cars, showroom stockers. He even crashed once—seriously, as they say. But he stayed alive. His father's plan was still working.

Then Jim's odometer clicked over 35 years, and life rose up and smacked him hard, as it's wont to do at the least convenient times. First with his job, then his marriage. So one day he went out and bought a Yamaha SR500. The MG Special went ignored in his garage, as did the highly modified MGA, the MGTD and the other four-wheel projects that lay in various stages of tune in his workshops. He studied the SR500, and, craftsman that he was, worked with alloy and fiberglass to transform it into the spitting image of a Britbike Thumper. He told people it was just a hobby. His closest friends wondered.

Next, Jim bought a Yamaha RD250, a stone berserko cafe racer. Then came motocross bikes. Finally a Honda Interceptor. And having thus hauled himself from stone-age singles of yesterday to today's vee-four mindsquashers, he decided to go racing. Fred's deal was off.

Now, in Jim's life—as in all lives—there are a number of people filled with envy. Their envy is almost boundless, especially when it's trained on somebody who's doing what he wants to, precisely as he wants to do it. So there were ripples of cluck-clucking among those



© 1985 ERIC GUSTAVSON

who knew Jim when he took his meticulously prepared Yamaha RZ350 out onto the racetrack. Some of the cluckers were cronies from the world's best car magazine, who always wanted to go fast on a bike and couldn't. Some were guys who almost believed it when they said to one another that he was, you know, too damn old for that kind of silliness. And some were guys who just plain envied his guts. Not just the guts to race, but the guts to step onto the grid and accept that you might be humiliated by a bunch of kids young enough to be, well, to be your own kids.

Jim ignored them all and went racing. Gradually, the clucking died down. He didn't crash. He didn't burn. He rode carefully, studied the problems, used all those racetrack years in four-wheelers to good advantage (racing, after all, is always racing, no matter what the vehicle) and progressed from race to race, just like everybody else. They got to like him in the paddock. He didn't try to psyche people out; he was there for that dream stuck in the secret place all those years ago, see, not for the trophies or the girls or the wild longing to be Kenny Roberts or Freddie Spencer. He wanted to experience racing, not own it.

Jim got better as the season wore on. A few ex-racer pals dropped by and helped him with advice. Some of it worked, some didn't, as always. He and his RZ350 got to be known and liked in WERA racing circles. And he got good enough to be invited to the runoffs at Atlanta, Georgia.

Nobody signed him up there. Jim didn't leave with a factory contract and the promise of a season in Europe. In fact, he left with a slightly bent motorcycle and more experience. When he goes back to the track this season, he'll be faster, his bike will be faster, and the cluckers will have to look to someone else for gossip.

They'll have to look for another topic, too, because, for them, anyway, Jim has laid to rest the issue of age and racing. Too old? When is that, in amateur racing? Go to any track, and watch the helmets come off after a practice session. The heads under some will be graying. And if you think that means they'll be slow, be prepared for some surprises. I found that out more than a decade ago at the Isle of Man, when a graying, semi-toothless old gent stuck his single-cylinder AJS under the dragging fairing of my Kawasaki and left me staring up the pipe of a motorcycle that was already "old" when I was watching Wally and the Beaver.

Not that there aren't problems for old guys. Jim knows them, especially the one Forrest Kerns, himself an "old guy" and Continental circus veteran, notes: "When I see an older guy arrive in the paddock, I say to myself, 'There's money.' Not for the hardware—for the post-crash recuperation. The guy has to have money to afford the time off work." True, a young lion might have the same considerations, but there's one he doesn't have: Old bones heal more slowly than young ones. You can't cut a deal with Mother Nature on that one.

Some would say you can't cut a deal with society, either. Respectable, 40-year-old family men don't risk themselves on bikes at all, some claim. Risking oneself for another endeavor, such as skiing, is perfectly OK, of course. But you have to be crazy, they say to men like Jim, to get out there at your age. . . .

Maybe Jim *is* crazy. Maybe it is irresponsible to find out how late you can brake into Turn Four at the same age most of your friends are slowly killing themselves with office politics and recreational substances.

Maybe. But Jim's going plenty deep into Turn Four these days, and he smiles a lot. It took 20 years. But he seems to think it was worth the wait.

—Steve Thompson

IT'S UNDOUBTEDLY THE WORLD'S EASIEST ENGINE TO WORK ON. ALTHOUGH IT MAY BE YEARS BEFORE YOU FIND OUT.

Not long ago, a motorcycle journalist noted that the latest offerings from one leading Japanese bike manufacturer "practically require the disassembly of the frame before the tappets can be got at" (Motorcycle Sport).

Quite a startling contrast to the patented Compact Drive System™ that powers BMW's new K-Series. Where, in fact, "a complete engine overhaul can be performed without removing the engine from the frame" (Cycle World).

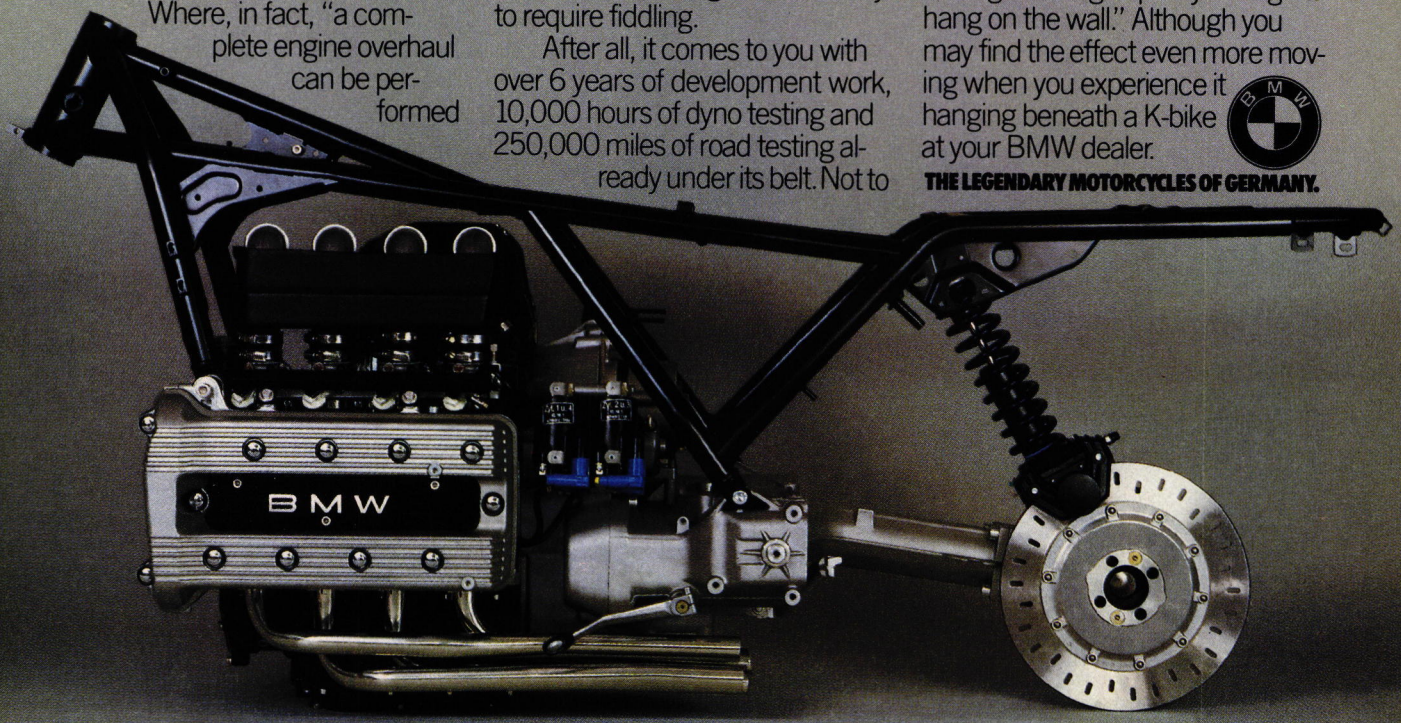
And yet, this remarkable engine in which "every little piece from the self-centering case bolts... to the non-stressed Nylock nuts seems foolproof and designed to make even the worst hack a proficient fiddler" (Motorcyclist) is also designed to be one of the engines least likely to require fiddling.

After all, it comes to you with over 6 years of development work, 10,000 hours of dyno testing and 250,000 miles of road testing already under its belt. Not to mention BMW's 3-year warranty.*

And it's the first motorcycle engine in history to combine the simplicity of a longitudinally and horizontally mounted in-line design with electronics so sophisticated they can actually cut off fuel flow if the redline is crossed.

It's also, as AutoWeek put it, an engine design "pretty enough to hang on the wall." Although you may find the effect even more moving when you experience it hanging beneath a K-bike at your BMW dealer.

THE LEGENDARY MOTORCYCLES OF GERMANY.



*Limited warranty protects against defects in workmanship and materials for three years and for an unlimited number of miles. It applies to motorcycles purchased from authorized U.S. dealers and BMW European Delivery only and is transferable within the period specified. See your dealer for details. © 1984 BMW of North America, Inc. The BMW logo and trademark are registered.

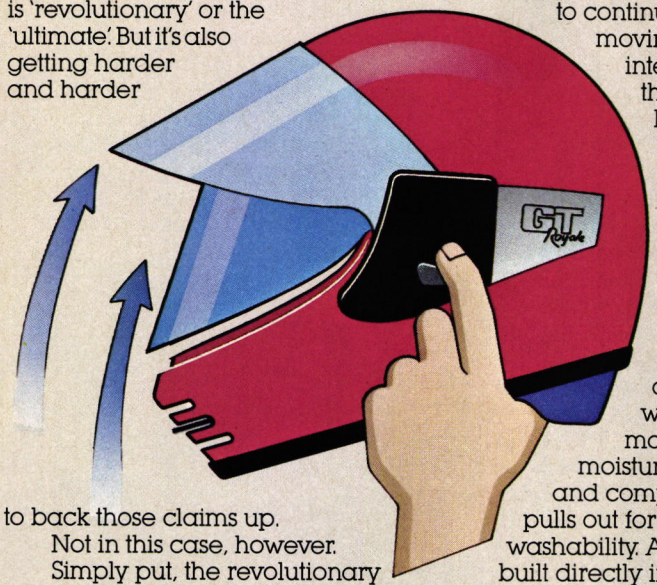
THE ULTIMATE HEAD TRIP.

This and other Bell products available consumer direct. For pricing and ordering information, please write to Bell Helmets, Inc,, 15301 Shoemaker Avenue, Norwalk, California 90650. $10 shipping charge additional.

AND HOW BELL MAKES IT HAPPEN.

INTRODUCING THE GT ROYALE.

It's getting easier and easier these days to claim something new is 'revolutionary' or the 'ultimate.' But it's also getting harder and harder to back those claims up.

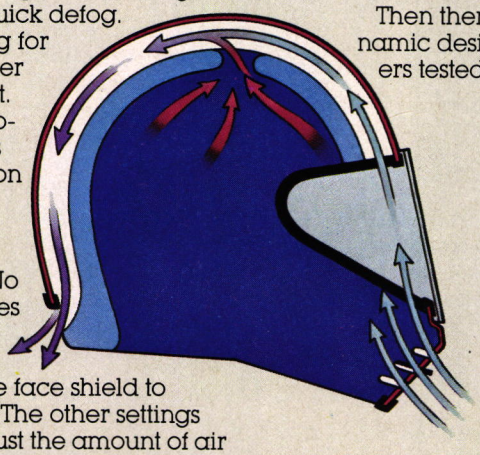


Not in this case, however.

Simply put, the revolutionary features and construction of the Bell GT Royale make it the most advanced street helmet in the world.

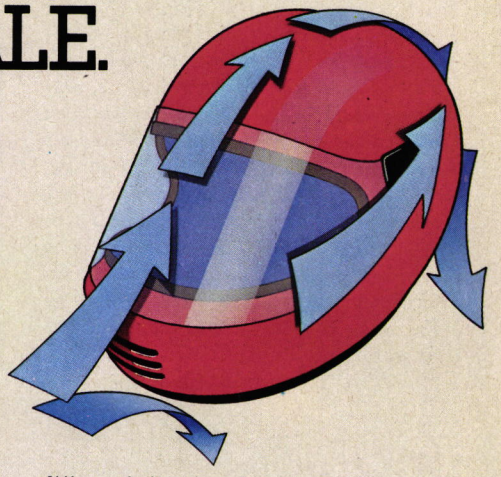
For openers, consider how the Lexan scratch-resistant face shield opens. Automatically. Stopped at a traffic light, you can touch a single button and the shield automatically lifts into one of two positions. A slight opening for a quick defog. Or a full opening for more air. No other helmet does that.

Equally revolutionary is Bell's unique ventilation system which gives the rider four *different* intake settings. No other helmet does that. The first setting directs cooling air to the face shield to reduce fogging. The other settings allow you to adjust the amount of air that flows through ventilation canals built *right into the helmet shell.* Bell even designed a venturi effect to continually keep fresh air moving through the interior. So even on the warmest days it helps the lining stay dry.

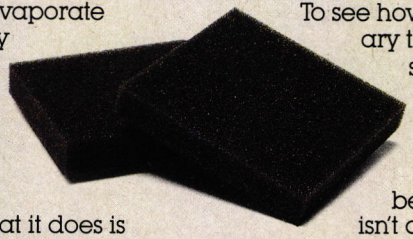


And Bell knows the only thing worse than a wet liner is a dirty liner. Which is why they added another first on a touring helmet. They put in a polypropylene washable liner. It makes it easier for moisture to evaporate and completely pulls out for easy washability. And built directly into the lining is another revolutionary feature. Bell's new Adjustable Cheek Pad System. What it does is allow each rider to create his own fit by inserting pads into pockets built into the GT Royale's lining. (A complete assortment of pads comes with each helmet.)

Then there's the aerodynamic design. Bell researchers tested and retested



different structural variations in a wind tunnel. What they came up with is a helmet that easily met Snell 85. And a helmet design that makes the GT Royale actually feel lighter and more comfortable.



To see how truly revolutionary the GT Royale is, see it for yourself at a nearby dealer. Bell's confident your money can't buy a better helmet. And isn't owning the very best really the ultimate head trip?

BELL®

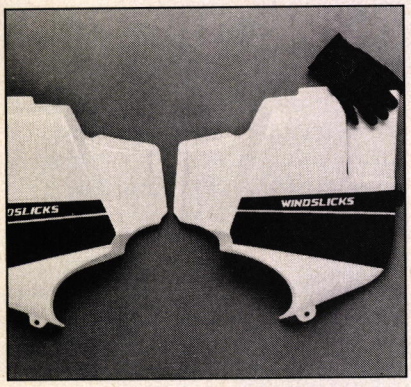
THIRTY YEARS AT THE TOP

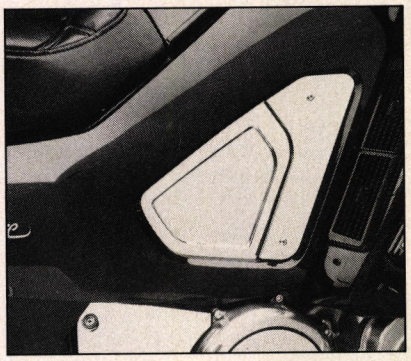
© 1984, Bell Helmets, Inc.

Motomart

A guided tour of the moto mall.

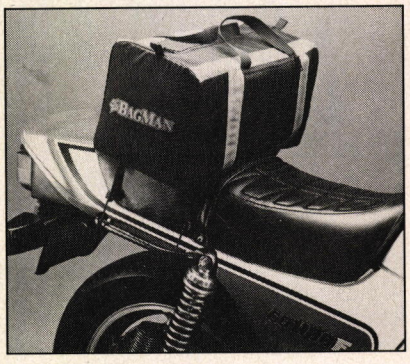
Smaller Slicks: Surface Explorations, maker of the Windslicks for the Honda's VF750F and VF700F Interceptors, now offers them for the VF500F, as well. All Windslicks are molded from ABS plastic and use existing hardware for mounting. Surface Explorations claims the units offer better aerodynamics, and force-feed cool air to the engine. The Windslicks are color-matched to all Interceptor colors and retail for $239.95. For more information, contact Surface Explorations, Dept. CG, PO Box 1617, Palo Alto, California 94301.



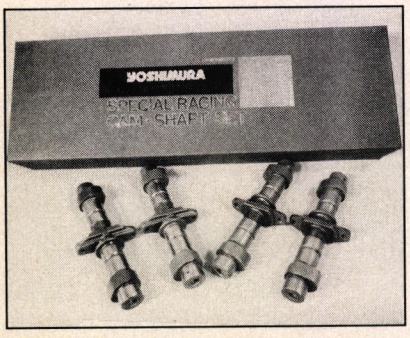


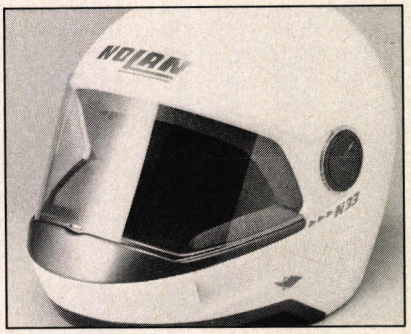
No More Roasted Hams: If your Yamaha Venture has treated your legs to a mobile cookout once too often, Yamaha Parts Distributors Inc. might have the cure. These Side Panel Heat Shields, manufactured for YPDI by Drag Specialties, are chromed pieces designed to fit into the side-panel openings on Ventures and Venture Royales. YPDI claims the shields redirect heated air from the engine away from the rider's legs. Retail price is $37.95 a pair from Yamaha dealers or from Yamaha Parts Distributors Inc., Dept. CG, 6555 Katella Ave., Cypress, California 90630.

Pack Up Your Troubles: And put them in Vetter's BagMan Combo Bag. This piece of soft luggage provides a claimed 22 liters of carrying capacity within its Cordura confines, and straps onto the passenger portion of your bike's saddle with two built-in bungee cords. Foam stiffeners on the bag's bottom and ends help it retain its shape. Two exterior straps ease off-bike handling, and a separate exterior pocket offers small-item storage. Retail price for the Combo Bag is $29.95, and it's available from motorcycle dealers or from Vetter Products Inc., Dept. CG, Rantoul, Illinois 61866.



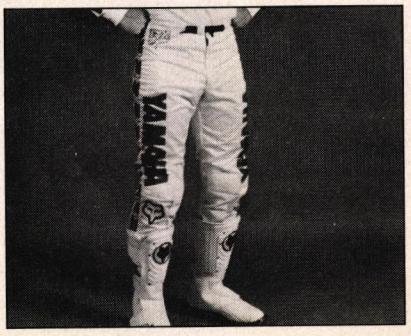
Cam Quartet: Yoshimura would like your VF750F, VF700F or VF500F Interceptor to really sing. And to help those Hondas get in tune, the firm offers these Stage 1 camshafts. The four cams required to put your Interceptor in proper pitch are ground from billets, and provide more lift and duration than stock cams. Yoshimura claims a 10-to-12 percent increase in midrange and top-end performance, and also says the cams fit without piston modifications. Retail price for the set of four cams is $300 (no core charge) from Yoshimura R&D of America, Dept. CG, 4555 Carter Court, Chino, California 91710.

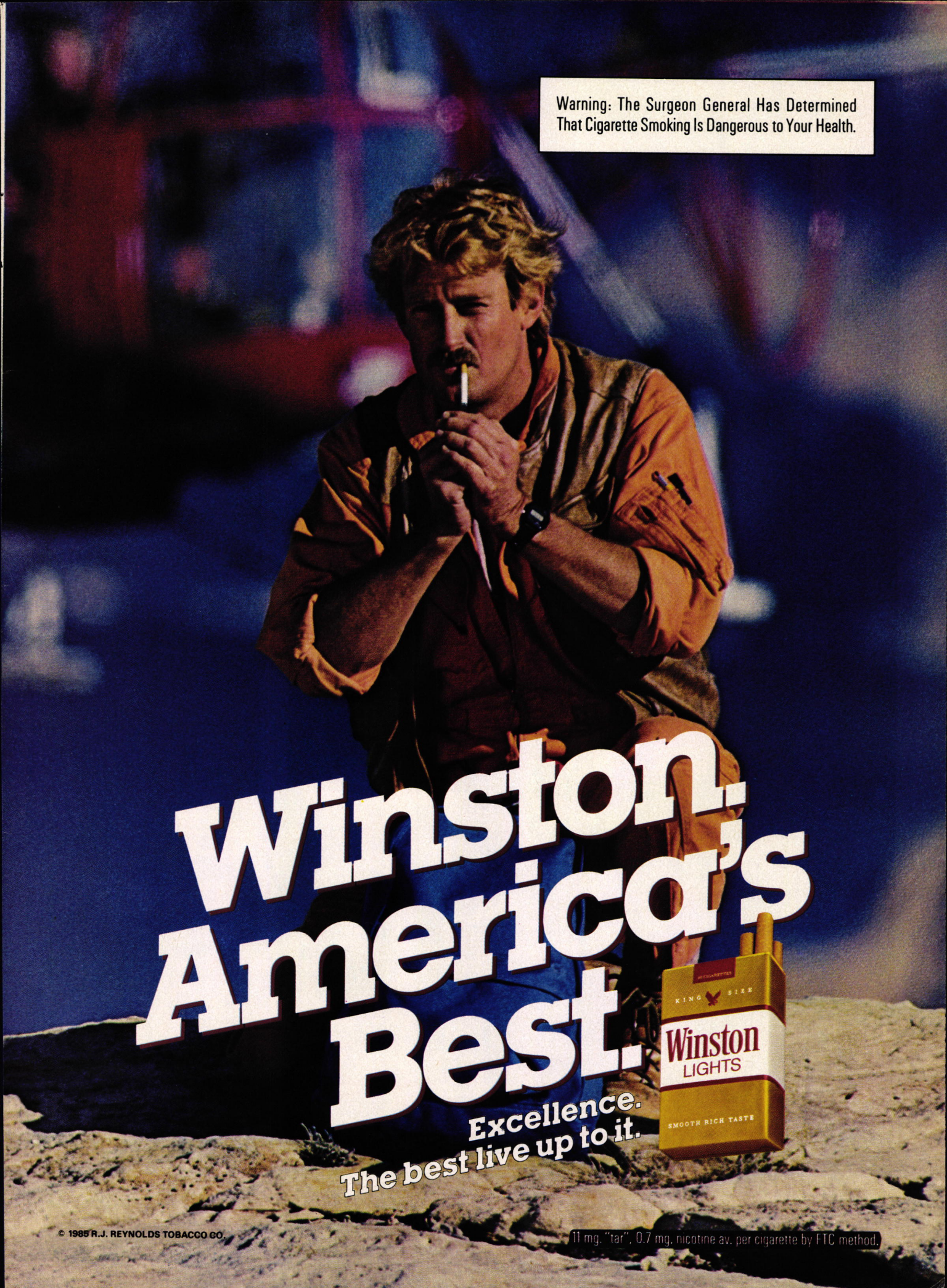




Space Helmet: Although Nolan's N-33 "P" helmet might not have gone to the moon, the maker has borrowed from NASA technology in designing the exhaust-type ventilation system. Rather than force-feeding air through an open vent, the N-33 "P" utilizes air rushing past two side-mounted ports to ventilate the helmet. Sizes range from S-XL, in black, red or white, and in three metallic colors: Burgundy, Metallic Black and Aluminum. Retail price is $99.95 for the plain colors and $119.95 for metallic colors. For more information contact Dyna Tour, Dept. CG, 1944 N. Narragansett Ave., Chicago, Illinois 60639.

Sign here, please: Moto-X Fox now has the Rick Johnson signature line of motocross clothing, including the RJ Grand Prix Yamaha pants, complete with Rick Johnson's signature embroidered on the hip. The pants are available in white with red/black lettering and feature a synthetic material at the knees that Fox claims wears better than leather, and does not stiffen up after a wet ride. Retail price for the pants is $101, in sizes 28 to 36. No need to go to Macy's for this designer line; the clothes are available from motorcycle dealers or from Moto-X Fox, Dept. CG, 520 McGlincy Lane, Campbell, California 95008.




Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.
Winston. America's Best.
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11 mg. "tar", 0.7 mg. nicotine av. per cigarette by FTC method.

SOME STANDARDS ONE IS BE THE GOLD WING

Take the best that technology can offer. Shape and refine it. Add luxury features never before found on a motorcycle, and bring it all together in one incredible machine. Then give it a name. The Gold Wing™ Limited Edition.

A HERITAGE OF PERFORMANCE.

The Limited Edition continues Honda's tradition of touring performance. Its powerful GL1200 engine features Honda's Computerized Fuel Injection system that constantly monitors and adjusts the air/fuel mixture for optimal performance.

A new computerized cruise control allows cruising speed to be altered

Electronic Travel Computer uses advanced microtechnology to monitor mechanical functions and trip progress.

RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed

INVITE COMPARISON. YOND IT. LIMITED EDITION.

in one-mile-per-hour increments at the touch of a button.

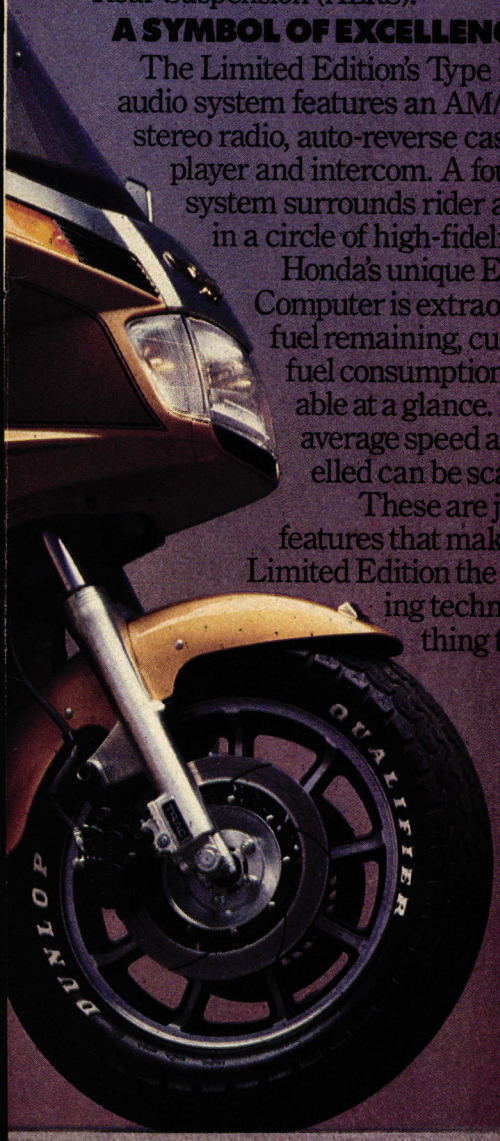
Honda's on-board air compressor provides pushbutton adjustment of the suspension system. And includes our new Auto-Leveling Rear Suspension (ALRS).

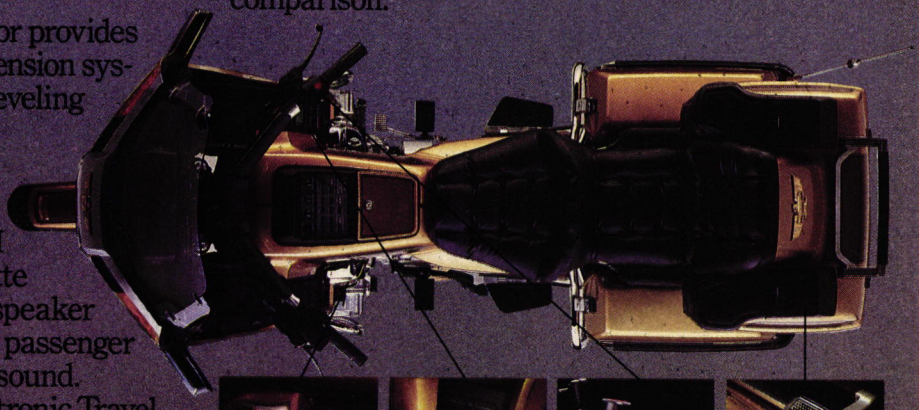
A SYMBOL OF EXCELLENCE.

The Limited Edition's Type III audio system features an AM/FM stereo radio, auto-reverse cassette player and intercom. A four-speaker system surrounds rider and passenger in a circle of high-fidelity sound.

Honda's unique Electronic Travel Computer is extraordinary. Data on fuel remaining, current and average fuel consumption rates are available at a glance. Elapsed time, average speed and distance travelled can be scanned quickly.

These are just some of the features that make the Gold Wing Limited Edition the standard of touring technology. See everything the Limited Edition has to offer. And you'll realize there is no comparison.





Computerized Fuel Injection system provides optimal performance under all conditions.

The on-board air compressor system includes new Auto-Leveling Rear Suspension (ALRS).

Computerized cruise control reduces rider fatigue and adjusts in one-mile-per-hour increments.

Four high-fidelity speakers surround rider and passenger in a circle of sound.

The Gold Wing Limited has a 12-month unlimited mileage warranty. See your local Honda dealer for complete details. Specifications and availability subject to change without notice. ©1985 American Honda Motor Co., Inc. (4-85)
For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 060, Box 9000, Van Nuys, CA 91409.

HONDA

FOLLOW THE LEADER

and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

YOU HAVE 12 CHANCES TO WIN THE MOTORCYCLE OF YOUR DREAMS IN

CYCLE GUIDE'S ALL NEW 1985 SUPER $60,000 SW

ALL NEW

You are invited to enter the CYCLE GUIDE 1985 SUPER $60,000 SWEEPSTAKES. You may be the LUCKY GRAND PRIZE WINNER who will drive away with a Nissan Long Bed 4×4 Sport Truck with a Kawasaki KDX200 in the back, or a BMW K100 with a sporty EML Sidecar, or a full dress Honda Aspencade.

Or maybe you'll win one of 476 other great prizes—including Hyperbikes, Motorcrossers, Enduros, Street Middleweights... even All-Terrain Vehicles. With a total of 12 bikes to be given away, you have 12 chances to WIN that special motorcycle you've always wanted. SEND YOUR ENTRY TODAY!

And, if you like, you may subscribe to CYCLE GUIDE for only 64¢ an issue. You don't have to buy a thing to enter, but you should know about CYCLE GUIDE'S LOWEST POSSIBLE RATE—

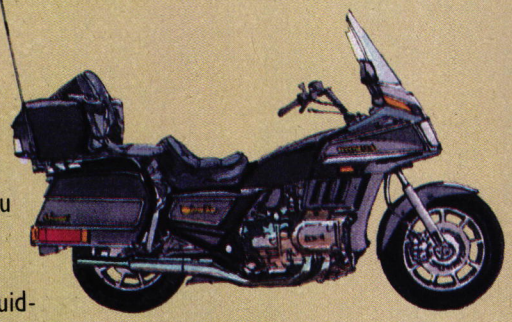
1 YEAR (11 ISSUES) FOR $6.99—HALF PRICE!
YOU SAVE $6.99 OFF THE REGULAR SUBSCRIPTION PRICE!
YOU SAVE $12.26 OFF THE COVER PRICE!

Whether you order or not is up to you, but either way, send in your SUPER $60,000 SWEEPSTAKES ENTRY TODAY! This is a brand new contest—even if you entered last year, you'll still want to send in your entry right away. It could make you the proud owner of one of these fabulous prizes:

1 GRAND PRIZE

NISSAN 4×4/KDX200

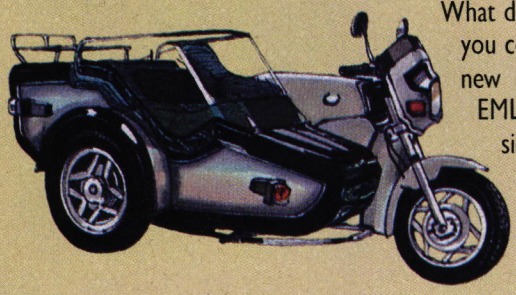
Take a top-of-the-line Nissan 4×4 Long Bed Sport Truck, fit it with options and extras, then load that long bed with Kawasaki's woodswise KDX200. We did. And we call it the Ultimate Off-Road Package.



HONDA GL1200A ASPENCADE

Here's proof you *can* take it with you. From its liquid-cooled, shaft-drive 1182cc engine to its high-tech stereo sound system, the Aspencade epitomizes long-haul, American-style touring.

3 FIRST PRIZES THE LITER-BIKE OF YOUR CHOICE



BMW K100/EML SPORT SIDECAR

What do you get when you couple BMW's new K100 Four with EML's S-type sport sidecar? Not only Euro-style high performance for rider and passengers, but the class sidecar rig of the open road.

HARLEY-DAVIDSON XLS ROADSTER

The Roadster is one vee-twin factory cruiser that does more than just look the part of the mean-streets machine; this original Milwaukee Iron *lives* it!

YAMAHA V-MAX

Sure, this new vee-four Yamaha has radical styling, but the real story is horsepower, 135 horsepower, to be exact. Watch for it in the quarter-mile—but look quickly.

HONDA VF1000R

Ever wish for a racebake with lights? This is it. From its gear-driven cams to its racy full fairing, the VF1000R is ready to take on the street—or the track.

SUZUKI GS1150E

Follows in the tire prints of the most versatile hyperbike ever built, the GS1100, but with even more power and bolder styling!

VEEPSTAKES CONTEST

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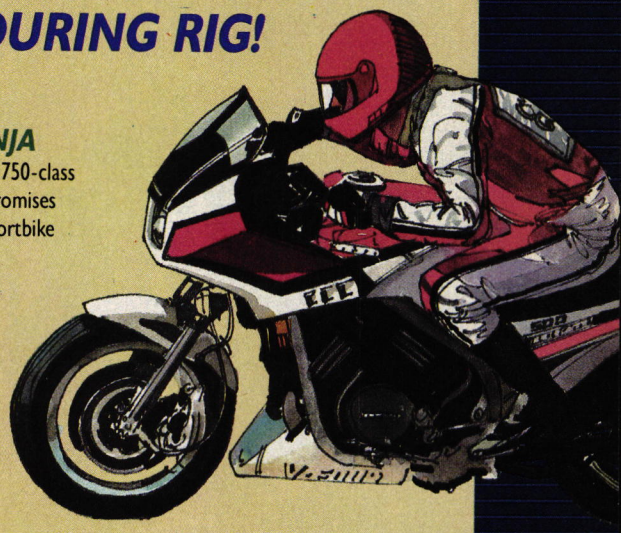

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Put simply, the highest-tech quarter-liter on/off-road bike ever!

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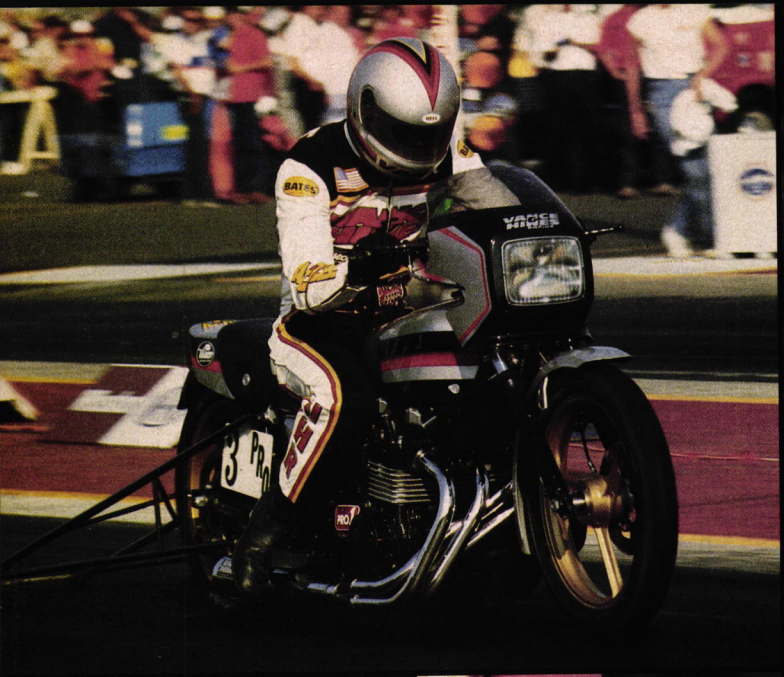

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GLOBAL SHOOTOUT:

Motorcycles Against the World

The greatest comparison of all time. BY JIM MILLER

For most of us, motorcycles are more than mere transportation—after all, a rickshaw is transportation, but it's too pedestrian to draw us out of bed for a Sunday ride. But a motorcycle? That's another matter entirely. The combination of two wheels and internal combustion can have us kicking back the sheets and vaulting out of the bed for an hour's worth of horizon tilting.

But that kind of lust doesn't skew our thinking enough for us to believe that motorcycles are the *only* way to travel. We'll even admit that most of us—at some time—are forced to use other means to get from point A to point B. But what about those times when we *do* have a choice between a motorcycle and some other mechanized device? Does the competition—winged, wheeled, keeled or tracked—offer advantages we've not considered? There's only one way to answer questions of that ilk: direct comparison. So with steely-eyed objectivity we've pitted eight contestants, representing the leaders in their respective fields, in the grandest comparison yet.

First among those competitors is Yamaha's FJ1100; as the reigning sportbike king, the FJ offers a stunningly competent package of acceleration and handling that can stir the adrenal glands of even the most well-wheeled sportbike aficionado. Finding a worthy adversary to the FJ led us right to the cockpit of the U.S. Air Force's all-weather fighter, the F15 Eagle. With a top speed of more than Mach 2.5 and 4 *g* acceleration, the F15 offers performance that could stop a pacemaker.

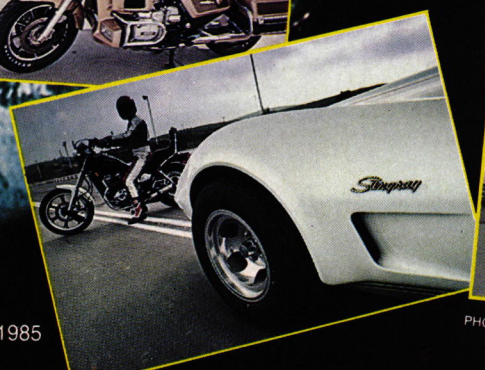
Performance of another sort is the basis for our next pairing, a couple of 454s: Kawasaki's 454 LTD and Chevrolet's monster-motor 454 Corvette. The point here, of course, is straightline acceleration, as much an American tradition as baseball, hot dogs, and smoking tires. But there's more than tire-shredding irresponsibility at work here, too. This duo epitomizes that uniquely American device, the street cruiser, and the great American pastime, profiling.

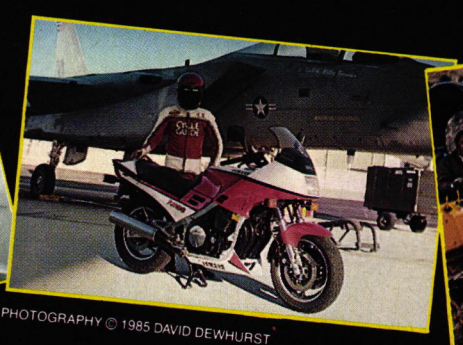
Our third couple is far from the urban street scene, however. Honda's Gold Wing Limited Edition is the ultimate long-distance two-wheeler, a bike that characterizes the best in luxury motorcycling. And the most appropriate foil to Honda's luxury liner is its ocean-going equivalent, the RMS Queen Mary, which for years was the crown jewel of the Cunard White Star Line. Now on permanent display in Long Beach Harbor, the Queen Mary represents conspicuous consumption at its finest—and most tasteful.

Another sort of excess is the key to our final duel. Anyone who's ever turned a wheel off-road knows the joys attendant with knobby tires and a romping, stomping, dirt-pitching thumper. Husqvarna's 510TE represents the best of that breed, a bike that's capable of throwing luxuriant roostertails at the twist of a wrist. To find a match for the Husky's landscaping abilities we went to John Deere, a company whose moving ability stops just short of heaven and earth.

But the point isn't simply whose roost rules; it's who rules the roost. The only way to determine that is by staging a titanic struggle on land, sea and in the air. And when the dust has cleared and the survivors have limped home, we'll know just who's in charge here.

Continued





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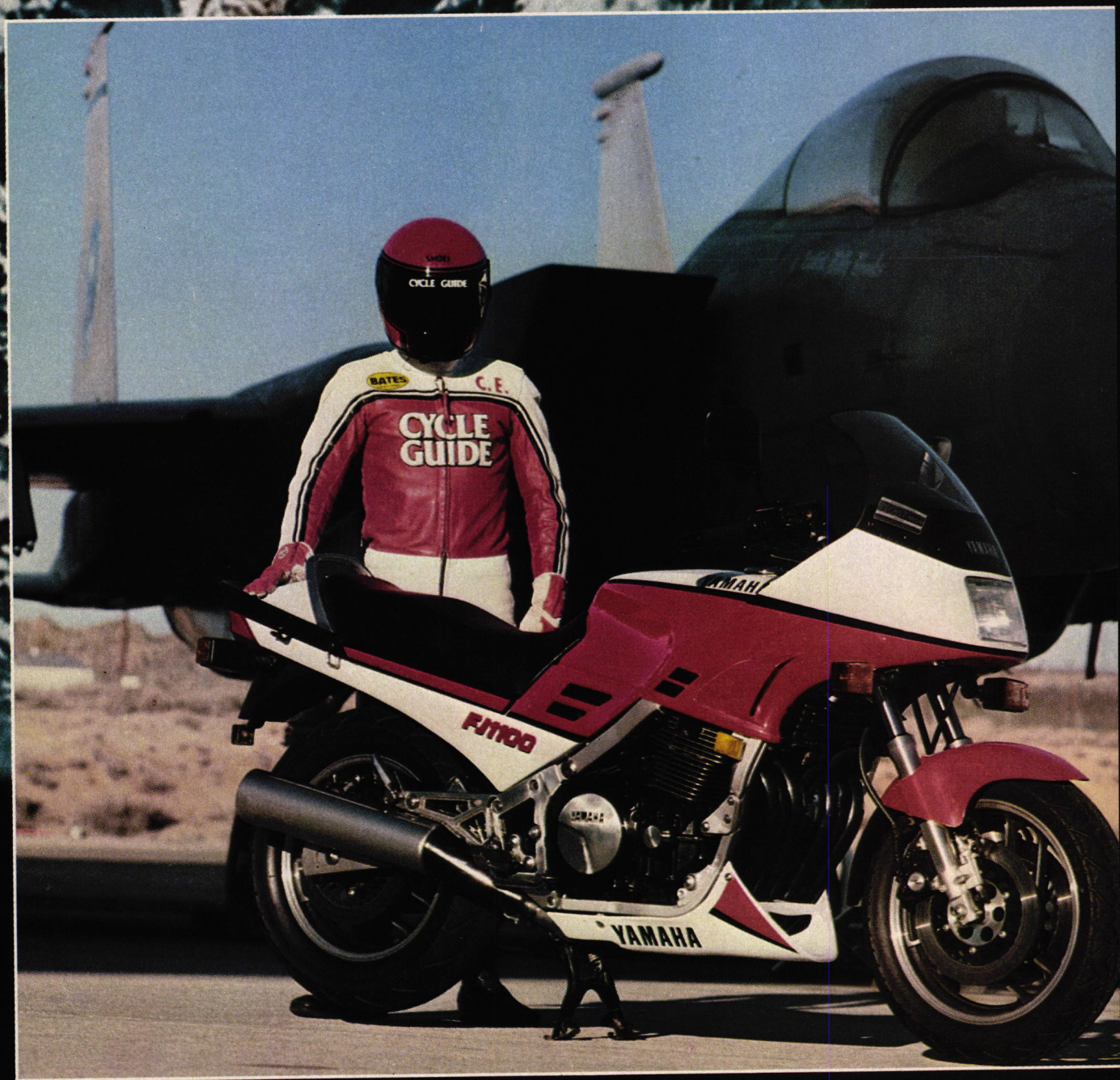
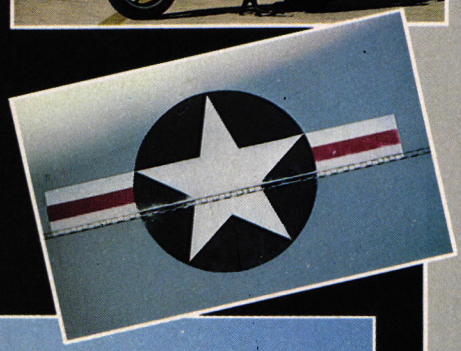
Yamaha FJ1100 vs. McDonnell F15 Eagle

Of Immelmanns and apexes.





• Yamaha's FJ1100 was designed for one primary purpose: backroad superiority. In achieving that goal, Yamaha gave the FJ 10-second quarter-mile capability and cornering abilities that can tilt the horizon to positively giddy angles. McDonnell Aircraft Co. designed its F15 Eagle for a similar purpose—air superiority—and produced an aircraft with performance guaranteed to roll your eyes back into your head.

Admittedly, in any kind of high-performance comparison the F15 positively smokes the FJ. The Eagle's top speed is more than 11 times that of the FJ, and its 0-165-mph time of less than four seconds would leave an FJ pilot choking on a cloud of turbofan exhaust. Even the FJ's superb handling is no match for the F15's 9 *g* turning ability.

Of course, the kind of performance the Eagle offers does extract some severe penalties, one of the most obvious being fuel consumption. While Yamaha's FJ1100 manages to squeeze a minimum of 30 mpg from its pump gas, the F15 simply *swills* its JP4 jet fuel at the gluttonous rate of 0.64 mpg. The Eagle isn't exactly a low-maintenance sport machine, either—at least not by motorcycling standards. An average of 25 hours of tinkering is required for each *hour* of flying time, so any Sunday morning rides will require some late Saturday nights.

What's more, the F15 could be a serious liability on one of those Sunday morning rides. The *minimum* speed required to retain control of the aircraft is 115 mph, not exactly the hot set-up for hairpin corners. And the F15's performance also takes its toll on passengers. Assuming you'd opt for the two-passenger version (a special-order model, incidently, whereas passenger pegs are standard on the FJ1100), you still might have a tough time finding someone to ride along. The Eagle's violent maneuvering capabilities have been known to make its passengers, ah, uncomfortable, so to speak. That's not really a problem with the FJ; its passengers generally wear a helmet, jacket and gloves, not their lunch.

Before climbing into that gear, you might also consider something else: insurance. Even at its most usurious, full coverage on an FJ1100 will run you about $2000 per year, or approximately 40 percent of the purchase price. Getting the same rate on an Eagle, however, will leave you with an annual premium of more than $12 *million*, a sum that would leave your friendly Allstate agent rubbing his good hands together. Even if you promised to leave the F15's Sparrow and Sidewinder missiles in the garage, liability insurance alone would cost more than a *fleet* of FJ1100s.

Of course, there is an alternative to *buying* an F15: You can enlist in the Air Force. But that involves an investment some might consider even more dear than the F15's $30 million price, and even then there's no guarantee you'll get to fly the beast. Unless you've got 20/20 vision, for instance, chances are the closest you'll come to an F15 will be in a hangar. You can find an FJ at any Yamaha dealer, though, and you won't have to spend six years there just to ride one. To us, the choice is abundantly clear: The FJ's ground performance and accessibility are a ringing affirmation of its superiority as a sporting device. The F15 doesn't even come close. •

YAMAHA FJ1100

Importer: Yamaha Motor Corp. U.S.A.
6555 Katella Ave.
Cypress, California 90630

Category	street
Suggested retail price	$4999
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	74.0mm x 63.8mm
Displacement	1097.6cc
Compression ratio	9.5:1
Carburetion	four 36mm Mikuni constant-vacuum
Gearbox	5-speed
Front fork/wheel travel	Kayaba 41mm stanchion tube diameter, 3-position adjustable rebound damping, 3-position adjustable spring preload, brake-actuated hydraulic anti-dive/5.3 in. (134mm)
Rear shock/wheel travel	single Yamaha shock, 17-position adjustable rebound damping, 14mm spring preload range/ 4.8 in. (123mm)
Wheelbase	58.3 to 59.4 in. (1480 to 1508mm)
Seat height	30.5 in. (774mm)
Weight	543 lbs. (246.3kg)
Steering head angle	27.5 degrees from vertical
Front wheel trail	4.41 in. (112mm)
Best ¼-mile acceleration	11.002 sec., 123.28 mph (198 km/h)
Top speed (observed)	145 mph (233 km/h)
Stopping distance from 60 mph	138 ft. (42.1m)
Fuel consumption	30 to 47 mpg (13 to 20 km/l)
Warranty	12 months, unlimited mileage
Available color	red-and-white only

McDONNELL F-15 EAGLE

Manufacturer: McDonnell Aircraft Co.
P.O. Box 516
St. Louis, Missouri 63166

Category	tactical fighter
Suggested retail price	$30,000,000 (base price)
Engine type	dual Pratt & Whitney F100-PW-100 turbofans with reheat
Maximum thrust (with afterburners)	50,000 lbs.
Thrust-to-weight ratio	1.447:1
Armament	one 20mm M61 six-barrel cannon (940 rounds), four AIM-7F radar-guided Sparrow AAMs, four AIM-9L Sidewinder heat-seeking AAMs, eight advanced medium-range air-to-air missiles, full range of air-to-ground ordnance
Overall length	766 in. (19,456mm)
Overall width	514 in. (13,056mm)
Weight	28,000 lbs. (12,700.8kg)
Load capacity	36,200 lbs. (16,420kg)
Fuel capacity	5410 gal. (20,479l)
Top Speed (observed)	1650 mph (2655 km/h)
Minimum control speed	115 mph (185 km/h)
Combat ceiling	65,000 ft. (19,812mm)
Maximum load factor	-3 to +9*g*
Fuel consumption (ferry speed)	0.64 mpg (1.02 km/l)
Cruising range, maximum	3450 miles (5552km)
Available color	grey only

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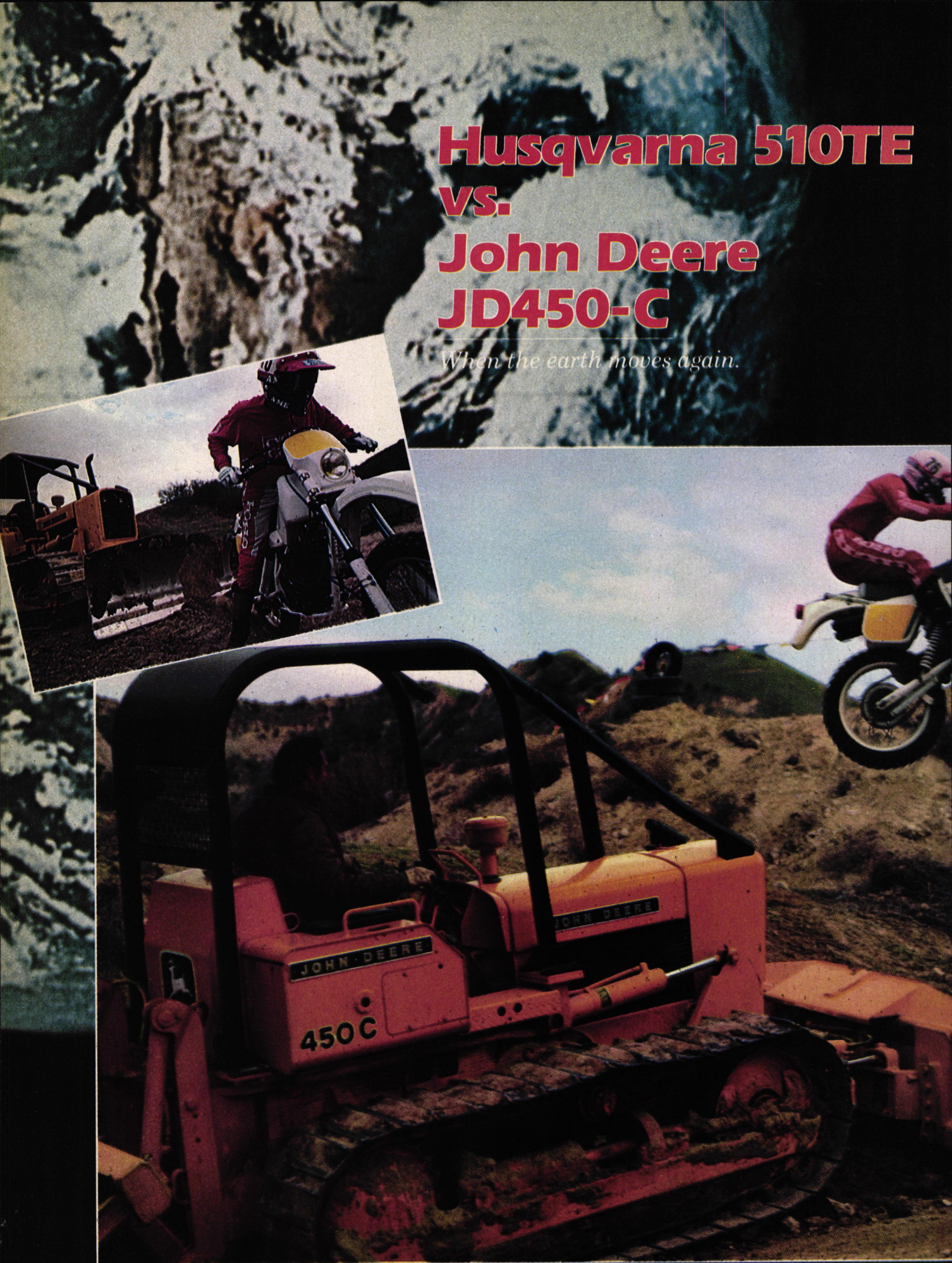
Husqvarna 510TE vs. John Deere JD450-C

When the earth moves again.



• Nothing in the off-road world matches the feeling of pitching a bike into a full-lock powerslide, just for the sheer randy hell of watching the freshly turned earth spit out behind the rear wheel. Husky's 510TE is an acknowledged virtuoso at such earth-moving performances, but its prowess is seriously threatened in a confrontation with a specially built earthmover like John Deere's JD450-C.

And in a heads-up comparison, those prodigious plumes of dirt churned up by the Husky might seem insignificant when pitted against the 450-C's capability. Even with its 80-inch-wide blade (the smallest of three), the John Deere can displace more than 1½ cubic *yards* of dirt in its own length. Matching that kind of performance would have the Husky, with its miniscule 5.00-18 rear tire, floating all four valves in the attempt.

There's more to off-roading than reshuffling terra firma, though, and the JD's strictly off-pavement intent would seem to make it a match for the Husky. True, the JD possesses a remarkable ability to straighten out—flatten, even—the tightest trails, but in extremely rocky or heavily tree-lined sections, the blade's 80-inch width becomes a serious detriment. In the rough stuff, though, the two are very close; the Husky's excellent suspension is easily matched by the JD's grader blade in its ability to smooth out whoops and washboard sections.

But on fast trails the 450-C falls way behind. Its 6.7-mph top speed is woefully inadequate, especially compared to the Husky's 98 mph figure. In fact, the crawler's low speed is the single most telling factor in the John Deere's off-road performance. That low-speed limitation rules out the 450 for *any* serious competition, and its inability to reach 12 mph would put the JD completely at the Husky's mercy even in extremely slow enduros.

Most off-road machines never turn a wheel in serious competition, however, and outside a competitive role, the JD450-C has a few traits to recommend it. Its four speeds in reverse and the ability to turn in little more than its track width make the 450 easy to maneuver, and it matches the Husky's turning ability. The JD's roll cage also provides some rider protection in the event of a highside, a feature that's entirely lacking with the Husky. You'd better hope you never need that protection, however, because at 7 *tons* the JD would be extraordinarily difficult to right again, even when it's equipped with the optional winch. That weight also becomes the limiting factor in transporting the 450, too. Unlike the Husky, the JD requires both a trailer *and* a tractor; it's certainly not something you can hitch up behind a Chevette and head out to the boonies.

And it's those kinds of insurmountable problems that place the 450-C firmly behind the Husky as an off-road device. As an earthmover, the JD450-C's exceptional performance can bury the 510TE. But the dozer's capabilities are more than offset by its weight and slothful top speed, ruling the JD out even for weekend fireroading. So if you're heading for the woods, remember: Where the Deere roams, the Husky reigns. •

HUSQVARNA 510TE

Importer: Husqvarna Motor Corp.
4935 Mercury St.
San Diego, California 92111

Category	enduro
Suggested retail price	$3195
Engine type	four-stroke vertical single
Valve arrangement	single overhead camshaft, four valves per cylinder
Bore and stroke	91.5mm x 76.4mm
Displacement	503.7cc
Compression ratio	9.5:1
Carburetion	one 40mm Dell'Orto slide/needle
Gearbox	6-speed
Front fork/wheel travel	Husqvarna air-spring, 40mm stanchion tube diameter/ 10.6 in. (270mm)
Rear shocks/wheel travel	dual Ohlins shocks, 10-position adjustable spring preload/ 11.9 in. (302mm)
Wheelbase	57.0 to 58.0 in. (1449 to 1474mm)
Seat height	36.7 in. (933mm)
Weight	263 lbs. (119.3kg)
Steering head angle	28.5 degrees from vertical
Front wheel trail	5.16 in. (131mm)
Top speed (observed)	98 mph (158 km/h)
Warranty	30 days on engine and frame only
Available color	white only

JOHN DEERE JD450-C

Manufacturer: John Deere
5889 South Syracuse Circle
Englewood, Colorado 80111

Category	bulldozer
Suggested retail price	$60,000
Engine type	turbocharged, liquid-cooled, diesel inline four
Valve arrangement	pushrod-operated overhead valves
Bore and stroke	102.0mm x 110.0mm
Displacement	3595.4cc
Compression ratio	16.2:1
Gearbox	4-range with high, low and reverse
Maximum horsepower	70 bhp @ 2500 rpm
Maximum torque	178 ft.lbs. @ 1300 rpm
Front suspension	none
Rear suspension	none
Brakes	self-adjusting, self-energizing, oil-cooled, contracting-band
Tracks	5 roller track frames with rock guards, 36 shoes per side, 16-in. (406mm) grouser
Length of track on ground	72.8 in. (1849mm)
S.A.E. operating weight	14,230 lbs. (6454.7kg)
Fuel capacity	31.0 gal. (117.6/)
Hydraulics	open-center, single-lever control
Blade width	80.0 in. (2032mm)
Top speed (observed)	6.7 mph (10.8km/h)
Available color	yellow only

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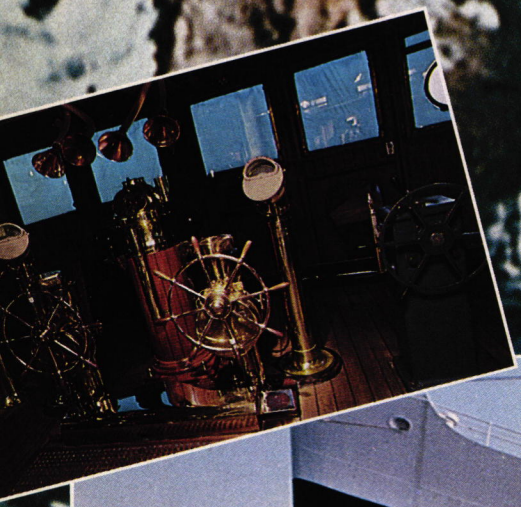
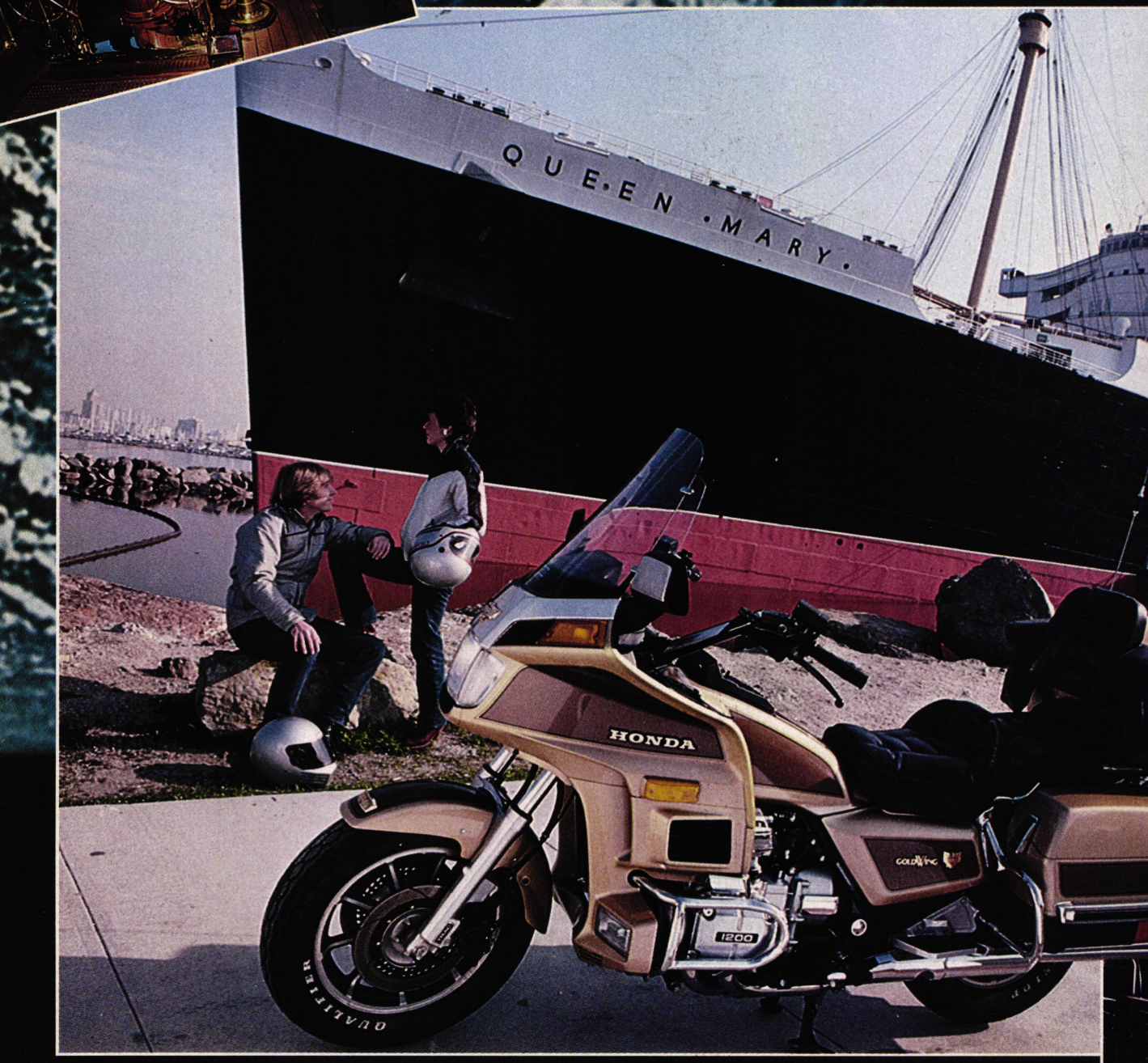
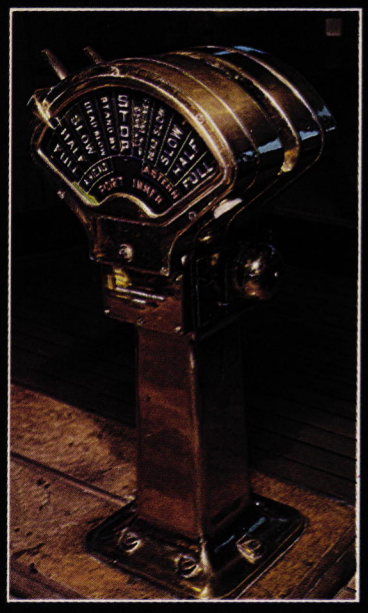
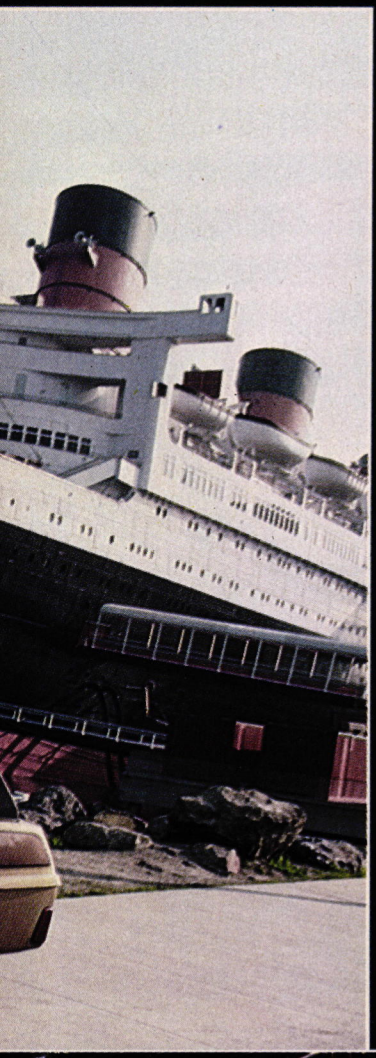
Honda GL1200L Gold Wing Limited Edition vs. RMS Queen Mary

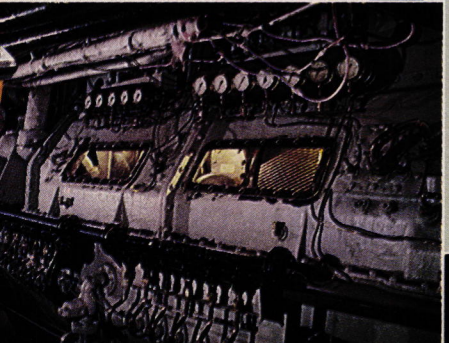
Two if by land, 3131 if by sea.











• Elegance, refinement and luxury are the three elements that define touring at its best. And in motorcycling, nothing epitomizes high-class long-distance running more clearly than Honda's touring flagship, the Gold Wing Limited Edition. Those same qualities also are synonymous with the "Queen of the High Seas," the RMS (Royal Mail Ship) Queen Mary.

At first glance, though, it would seem the Wing is hopelessly outclassed, because within the confines of the Queen Mary's 12 decks, you'll find such luxurious amenities as nickel/silver-plated handrails, an indoor swimming pool, a teak promenade deck (features completely lacking on the Wing), 585 telephone lines, and room for 1957 passengers, served by a crew of 1174. But as with many first impressions, that one is seriously misleading, because it discounts the posh accommodations of today's luxury two-wheelers—like the Gold Wing, for instance.

For example, the number of phone lines on the QM seems pitifully inadequate when compared with the number of passengers and crew on board, and while you're standing in line behind three other passengers waiting for a phone, you can ponder on the fact that the Wing provides *each* crew member with his own headset. Likewise, the ratio of crew members to passengers is—at its absolute worst—1 to 1 on the Honda, whereas aboard the Queen Mary it's a paltry 0.7 to 1.

Of course, it's possible that no one would really feel he was getting short-shrift as a *passenger* aboard the Queen Mary, but what if you're not interested in being chauffeured around? After all, one of the Wing's primary advantages is the ability to pack up the saddlebags and just go, anytime you'd like. That's somewhat difficult with the Queen Mary—unless, of course, you own it. But even if you *were* able to come up with the bargain price of $3.45 million the city of Long Beach paid for the Queen, your problems would be far from over.

Even something as simple as a fill-up would be complicated by the QM's required diet of Bunker C fuel oil, something that's not exactly readily available at your local Exxon station, and the cost of 2,324,000 gallons—and the Queen's voracious appetite of 13 *feet* per gallon—would be enough to make the entire Rockefeller clan think *thrice* about a Sunday cruise. So, chances are you'd have to content yourself with a Sunday stroll on the sun deck, dreaming about favored Gold Wing haunts like the Grand Canyon or Monument Valley—neither of which has a deep-water port.

Given those restrictions, the Queen Mary's major appeal is reduced to simple pride of ownership, something any Gold Wing owner understands. Wing-nuts also appreciate the ability to personalize their mounts with chrome whatnots and custom paint. But while you might be able to forego chrome engine covers for its 40,000-horsepower steam turbines, if you're unwilling to slop 30 *tons* of custom paint on the Queen, you run the risk of having it look exactly like your neighbor's.

Of course, the Queen Mary does hold the edge in some areas: Its 5200-mile range is more than 25 times that of the Wing's, and the Queen's 81,237-ton GVWR outstrips the GL's by more than 81,236 tons. But the enormous headaches involved with touring aboard a 1019-foot ocean liner can only lead us to one conclusion: When it comes to touring, you can take the Queen Mary; we'd rather Wing it. •

HONDA GOLD WING LIMITED EDITION

Importer: America Honda Motor Co. Inc.
100 West Alondra Blvd.
Gardena, California 90247

Category	touring
Suggested retail price	$10,000
Engine type	liquid-cooled four-stroke horizontally opposed four
Valve arrangement	single overhead camshafts
Bore and stroke	75.5mm x 66.0mm
Displacement	1181.9cc
Compression ratio	9.0:1
Carburetion	Nippondenso electronic fuel injection, four 32mm Keihin throttle bodies
Gearbox	5-speed
Front fork/wheel travel	Showa air-spring, 41mm stanchion tube diameter, brake-actuated hydraulic anti-dive/5.4 in. (137mm)
Rear shocks/wheel travel	dual Showa air-spring shocks/4.1 in. (105mm)
Wheelbase	63.1 in. (1604mm)
Seat height	31.1 in. (790mm)
Weight	810 lbs. (367.4kg)
Steering head angle	30.0 degrees from vertical
Front wheel trail	4.65 in. (118mm)
Best ¼-mile acceleration	13.346 sec., 98.36 mph (158 km/h)
Top speed (observed)	113 mph (182 km/h)
Stopping distance from 60 mph	134 ft. (40.8m)
Fuel consumption	37 to 45 mpg (16 to 19 km/l)
Warranty	12 months, unlimited mileage
Available color	Metallic Gold only

RMS QUEEN MARY

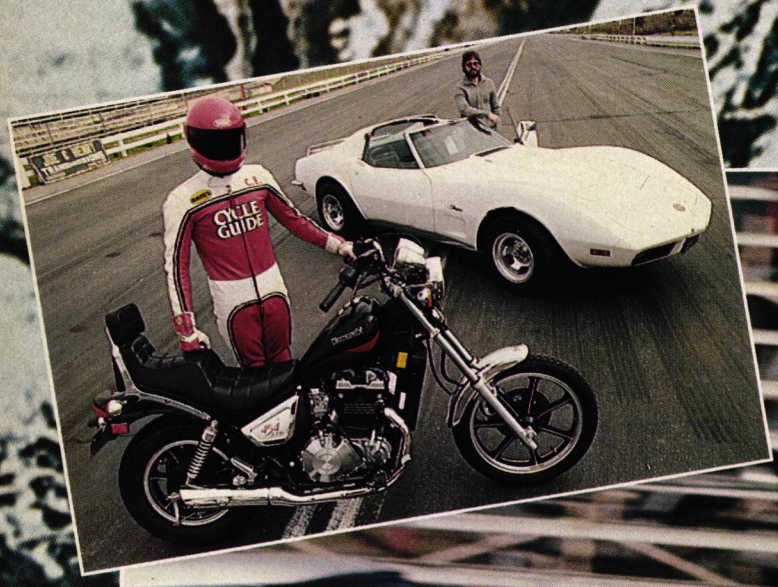
Manufacturer: John Brown & Co. Ltd.
Clydebank
Scotland

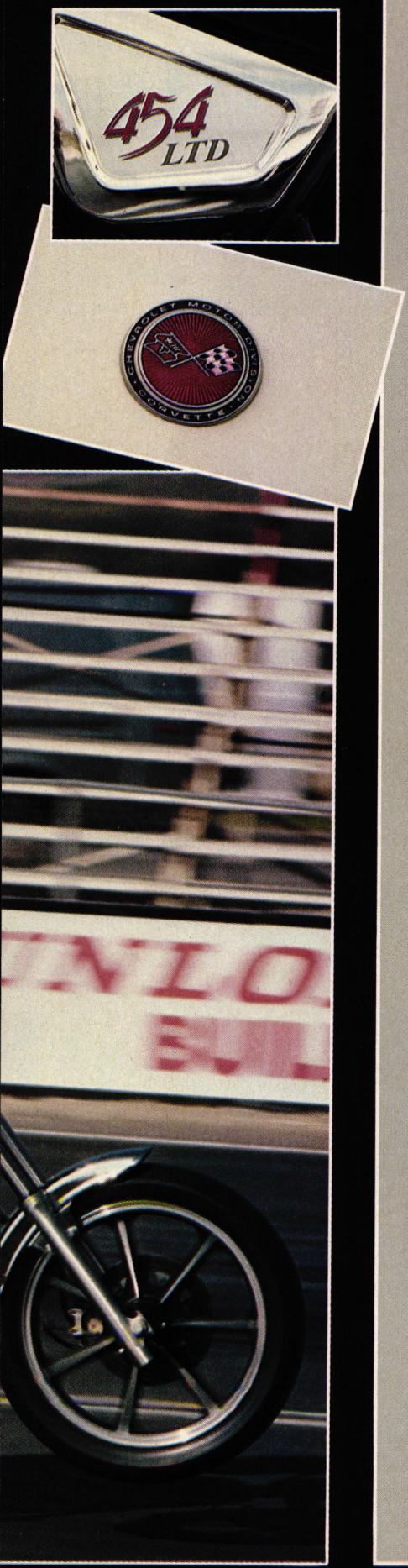
Category	ocean liner
Suggested retail price	$3,450,000
Price as tested	$23,450,000
Engine type	four steam turbines
Maximum horsepower	160,000 hp
Overall length	12,234 in. (310,740mm)
Maximum funnel height	846 in. (21,488mm)
Gross tonnage	81,237
Fuel capacity	2,324,000 gal. (8,797,269l)
Number of decks	12
Number of portholes	2000
Passenger capacity	1957
Cruising speed (observed)	32.8 mph (52.8 km/h)
Atlantic crossing time	4.5 days
Fuel consumption	13 fpg (feet per gallon)
Available color	black-white-and-red only

All specifications and performance data are manufacturer's claims, not information compiled by CYCLE GUIDE staff

Kawasaki 454 LTD vs. Chevrolet 454 Corvette

Stoplight-to-stoplight showdown.





CORVETTE COURTESY OF JIM STRAIN

• Cruisers might be the dominant force in motorcycling sales these days, but their origin lies in the four-wheel world. Back in the days of 39-cent, 103-octane gas, the cruiser market was based in Detroit, headlined by monster vee-eights. And one of the biggest, baddest of the breed, the LS4 454, was stuffed under the hood of Chevrolet's 1973 Corvette. Nowadays, though, the hot 454 is Kawasaki's 454 LTD.

Yet despite the 12-year age difference, these two 454s aren't that far removed in their intent. The LTD, from the cut of its muffler to the bend of its handlebar, is built for the urban street scene. And the big-motor Corvette, although billed as an American sports car, was made more for the boulevard than the backroad. Both machines were born and bred for urban prowling, with the occasional stoplight-to-stoplight sortie thrown in for good measure.

A similar intent, however, is as close as these two get, at least in terms of performance. The Corvette's LS4 kicks out 275 horsepower and a tub-thumping 395 foot-pounds of torque, but the rat-motor Corvette is no match for the Mighty Mouse Kawasaki when the lights turn green. The LTD streaks through the quarter-mile in 13.642 seconds at 94.14 mph, quick enough to suck the headlights, windshield and grill smooth out of the Corvette, which could manage only a pitiful 14.980-second/94.73-mph pass.

There's far more to city living than just straightline acceleration and tire smoke, though, and anyone who's been around street racers knows they spend most of their time *bench* racing. And when the conversation turns to specifications, the Kawasaki again holds a big edge. Under that expansive fiberglass hood lies a painfully mundane powerplant: a cast-iron, overhead-valve vee-eight that's spent more time powering trucks than it has in any sporting use. The LTD, however, bristles with hardware closer to that of purebred racing machinery: dual overhead cams, four valves per cylinder and a 10,000-rpm redline.

The advantages of the LTD's design show up even more clearly when comparing the relative power output of the two engines. Even the most potent 454, the 460-horsepower aluminum-block LS7, squeaks out only 62 horsepower per liter, whereas the LTD belts out 110 horsepower on a per-liter basis. So much for the old adage about "no substitute for cubic inches."

With a Corvette, you're dealing with cubic *feet*, too, because that sculpted, Coke-bottle shape takes up a sizable chunk of real estate. Its 15-foot length, coupled with the notorious, where-does-it-end nose, makes the Chevy a real heart-stopper in traffic. The LTD, in contrast, is right at home in heavy traffic, able to snuggle into spaces the Corvette couldn't fit into after a 60-mph barrier crash. And despite the Corvette's gargantuan dimensions, it carries only two people—the same as the LTD.

Ultimately, though, in this comparison there is no comparison. In performance, specs and style, the LTD simply has it all over the Corvette. And what *that* means is that if you're looking for a quick way down the boulevard, the hot ticket is still a 454; nowadays, though, the name on that engine is "Kawasaki." •

KAWASAKI 454 LTD

Importer: Kawasaki Motors Corp.
2009 East Edinger Ave.
Santa Ana, California 92711

Category	street
Suggested retail price	$1999
Engine type	liquid-cooled four-stroke transverse vertical twin
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	72.5mm x 55.0mm
Displacement	454.1cc
Compression ratio	10.7:1
Carburetion	dual 34mm Keihin constant-vacuum
Gearbox	6-speed
Front fork/wheel travel	Showa air-spring, 36mm stanchion tube diameter/5.8 in. (147mm)
Rear shock/wheel travel	dual Showa shocks, 5-position adjustable spring preload/4.5 in. (115mm)
Wheelbase	58.1 to 59.1 in. (1476 to 1502mm)
Seat height	29.3 in. (745mm)
Weight	427 lbs. (193.7kg)
Steering head angle	31.5 degrees from vertical
Front wheel trail	5.47 in. (139mm)
Best ¼-mile acceleration	13.642 sec., 94.14 mph (151 km/h)
Warranty	12 months, unlimited mileage
Available colors	Ebony or Candy Persimmon Red

CHEVROLET 454 CORVETTE

Manufacturer: Chevrolet Motors Division
General Motors Corp.
30007 Van Dyke Ave.
Warren, Michigan 48090

Category	street
Suggested retail price	$6523
Engine type	liquid-cooled four-stroke 90-degree vee-eight
Valve arrangement	pushrod-operated overhead valves
Bore and stroke	108.0mm x 101.5mm
Displacement	7438.6cc
Compression ratio	8.3:1
Carburetion	one four-barrel Rochester Quadrajet
Gearbox	4-speed
Maximum horsepower	275 bhp @ 4400 rpm
Redline	5500 rpm
Front suspension	Unequal length control arms, coil springs, anti-sway bar
Rear suspension	Independent, trailing arm, transverse strut, fixed-length half shaft, transverse leaf spring, anti-sway bar
Wheelbase	98.0 in. (2489mm)
Weight	3585 lbs. (1626.2kg)
Steering type	recirculating ball, linkage booster
Track, front/rear	58.7/59.5 in. (1491/1511mm)
Best ¼-mile acceleration	14.980 sec., 94.73 mph (152 km/h)
Top Speed (calculated at redline)	122 mph (196 km/h)

All specifications and performance data are manufacturer's claims, not information compiled by CYCLE GUIDE staff.

THE GREATEST STORY EVER TOLD:

Total Victory for the Home Team

But numbers are only half the story.

BY JIM MILLER

After sifting through $54 million worth of equipment in our quest, poring over specifications and asking dozens of questions, we found our answers. Rather, we found *the* answer, because the results are a clean sweep: If you want to get somewhere, you're simply better off on two wheels. In other words, a resounding victory for the two-wheel contingent, based on our in-depth evaluation.

And culling through those statistics convinced us our case was ironclad; there was no need to mention *all* the points in motorcycling's favor. Certainly, we could have included other pertinent information. For example, what chance do you suppose the Barstow-to-Vegas run would have with the BLM if everyone raced a John Deere? What kind of commuting could you do with an F15? Or the Queen Mary? And what does it take to replace sparkplugs on a 454 Corvette? Those are legitimate questions, but our sense of fairness kept us from bringing them up, even though the two-wheeler holds the winning hand in each one.

As it turns out, we didn't need to mention those advantages, because our conclusions are based on other, more relevant, criteria. And regardless of the basic nature of the comparisons, we found several common threads woven through each: First off, in all four pairings, the motorcycle is outrageously cheaper to buy—in the case of the FJ1100/F15 and the GL1200/Queen Mary, by several *million* dollars. Second, the motorcycle is significantly cheaper to operate, in each case. And the advantages continue; in every instance, for example, the motorcycle is easier to store and, in all but the LTD/Corvette comparison, the bike is more accessible—it's there when you need it.

Most important, though, the bike is there when you *want* it—and it's the distinction between want and need that's the real issue here. No one really *needs* a motorcycle—at least, not in the sense that we need food, clothing, shelter or even transportation. Once that's understood, a motorcycle's utility becomes a secondary consideration. The fact that a bike can take you *there*—where ever there might be—is simply a bonus; it isn't a motorcycle's *raison d'être.* A motorcycle's reason for being is more complicated than that, and as a result, our preference for them isn't based on their function as mechanized pack animals. Instead, our attachment to motorcycling is an overwhelmingly emotional one; we use such things as fuel economy, cost and maneuverability as justifications for the non-believers, because they'll never understand the truth.

Any explanation of our predilection for two wheels, however, presupposes that we have some rational, well-considered justification. Yet our rationale is based not on the way we think, but in the way we *feel.* Simply stepping into the garage and experiencing the tingle produced by laying a hand on a twistgrip illustrates the electricity we all receive from motorcycling. And that characteristic best illustrates motorcycling's appeal. Because while other modes of transport—aircraft, ships, autos or any other locomotive device you'd care to name—can get you from one place to another, nothing, absolutely nothing *moves* you like a motorcycle. •

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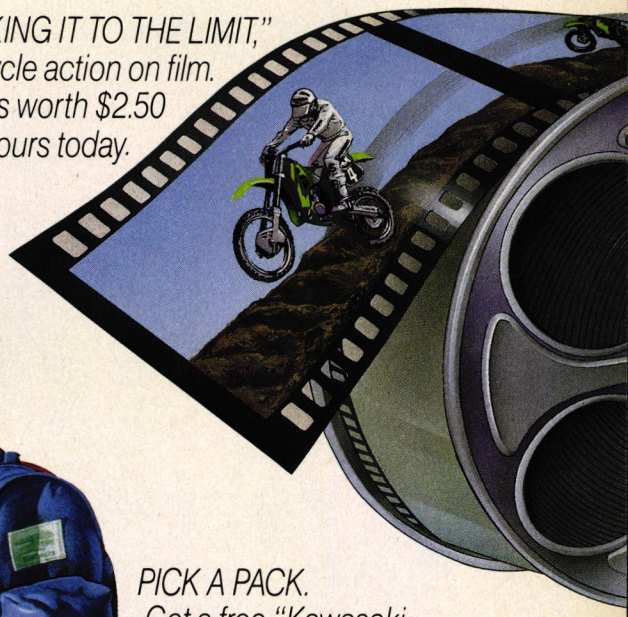

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GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

BY JOE KRESS

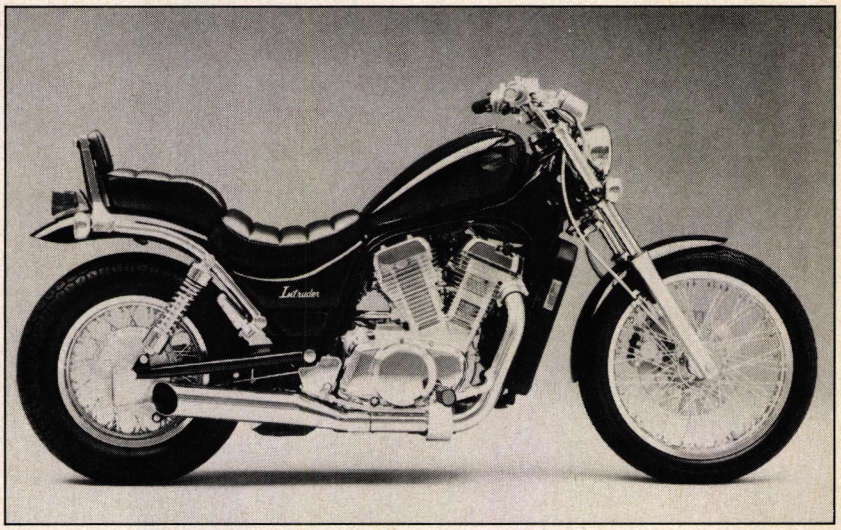
COMING SOON

• Suzuki finally has entered two of motorcycling's most lucrative markets, with its tariff-snubbing VS700 vee-twin Intruder cruiserbike and the full-boat luxury-liner GV1400 Cavalcade touring rig. These motorcycles were long in coming from Suzuki, but in this case, last certainly doesn't mean least. What's more, the new Suzukis will be called 1986 models, even though they'll be in American dealers' showrooms this spring.

The Intruder and the Cavalcade should appeal strongly to American riders, too. It's the current fashion among the Japanese manufacturers to design a bike for the American market *in* America, and Suzuki followed that example to the letter with the Intruder, the firm's first vee-twin. To start with, workers at Suzuki's U.S. design studio completed a full-size model of the bike, which was then shipped to the company's Japanese manufacturing plant with these instructions: "Make this bike work, but don't change any of its design elements or overall dimensions to do it." And those dimensions fully reflect American tastes in cruiser design. The Intruder is long, with a 60-inch wheelbase; it's low, with a 27-inch seat height; and it's narrow—most of all narrow. In fact, in order to keep the Intruder suitably lean, the engineers placed the bike's swingarm *outboard* of the frame.

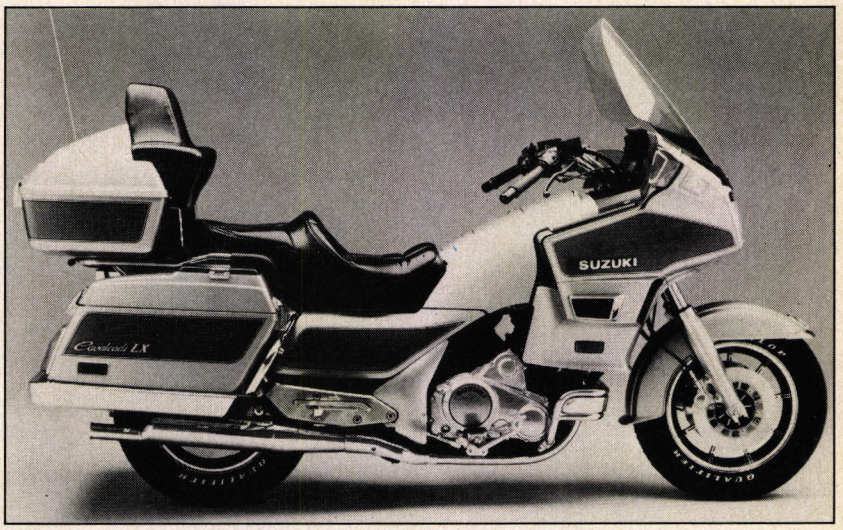
Likewise, styling considerations dictated the packaging of the bike's 699cc 45 degree vee-twin, as well. But Suzuki didn't ignore performance in its quest for styling. As proof, the Intruder's liquid-cooled motor employs Suzuki's four-valve TSCC heads, which are fed by a pair of 34mm Mikuni carburetors. And for vibration control, the Intruder uses a crankshaft with offset dual crank-pins, an arrangement similar to what Honda uses for its vee-twins. Externally, though, Suzuki's Intruder conjures up images of Yamaha's Viragos, with lavish amounts of chrome plating. The case covers, valve covers and exhaust system are triple plated, as is every cap screw used on the engine. And cap screws are everywhere on this bike: There's not a single Allen- or Phillips-head fastener used anywhere on the Intruder's exterior.

There's not much plastic on the bike, either. Both fenders, the sidecovers and even the handlebar switch pods are metal. But all that real steel doesn't add up to a porky heavyweight; the Intruder's claimed dry weight is 410 pounds. And you can attribute part of that light weight figure to the Intruder's sparse instrumentation: a lone speedometer, and no tach.



The Intruder is the latest American-style cruiser to roll out of Japan

Suzuki deals itself in with a new tariff-busting vee-twin cruiser.



Suzuki presents its vision of the ultimate turn-key touring rig

Powered by a 1360cc version of the GV1200 Madura's liquid-cooled vee-four.

Additionally, Suzuki will offer two versions of the Intruder; the single difference between them will be their handlebars. One bike is fitted with a cruiser-standard pullback handlebar, the other offered with a flat, drag-style handlebar. Both, however, will sell for the same price, a suggested $3199.

• Suzuki's other '86 streetbike is the company's first purpose-built turn-key tourer, the Cavalcade, which uses a 1360cc version of Suzuki's GV1200 Madura vee-four powerplant. Like the Intruder, this bike was researched and planned in the U.S.A., and includes all the features American touring riders

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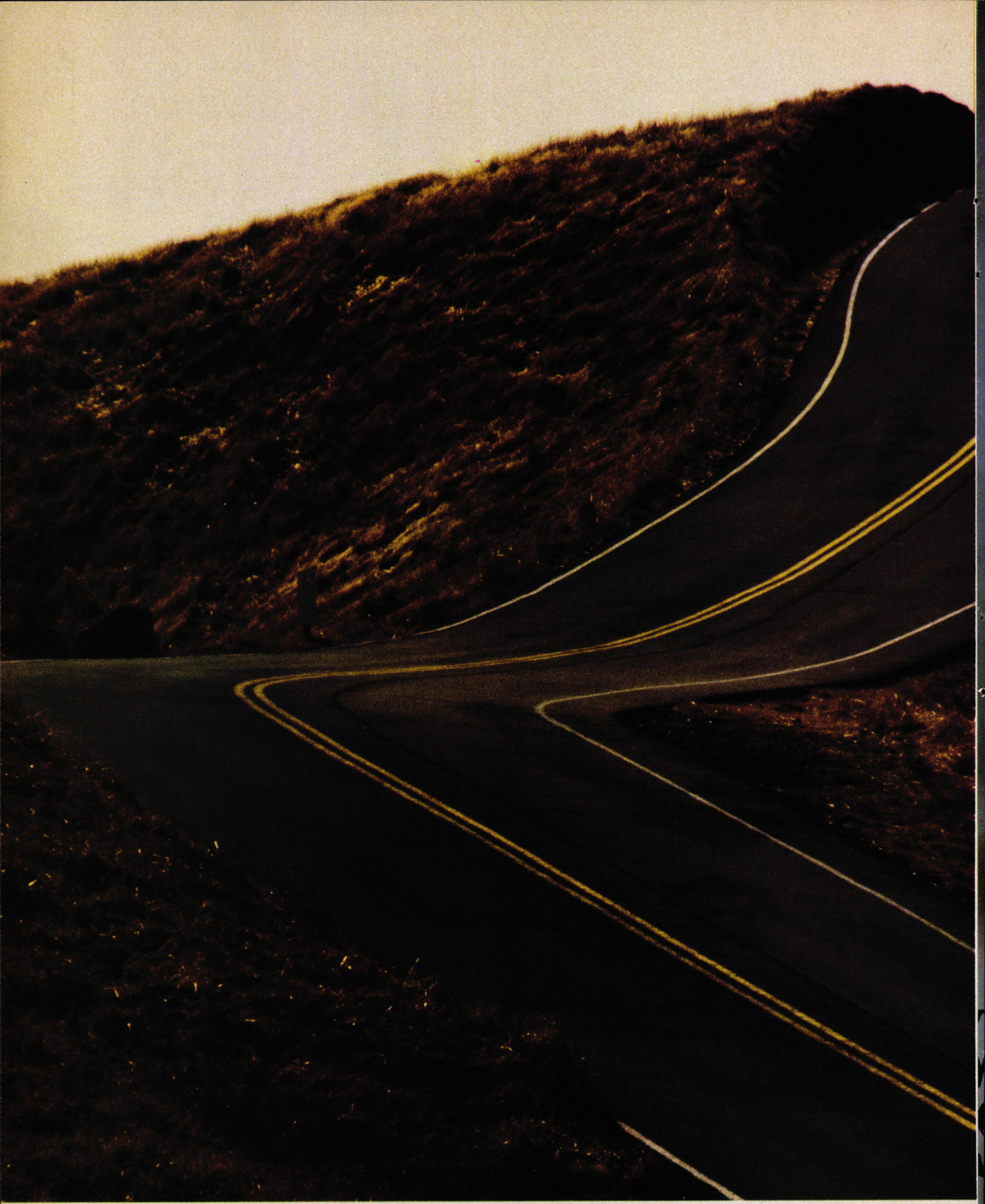
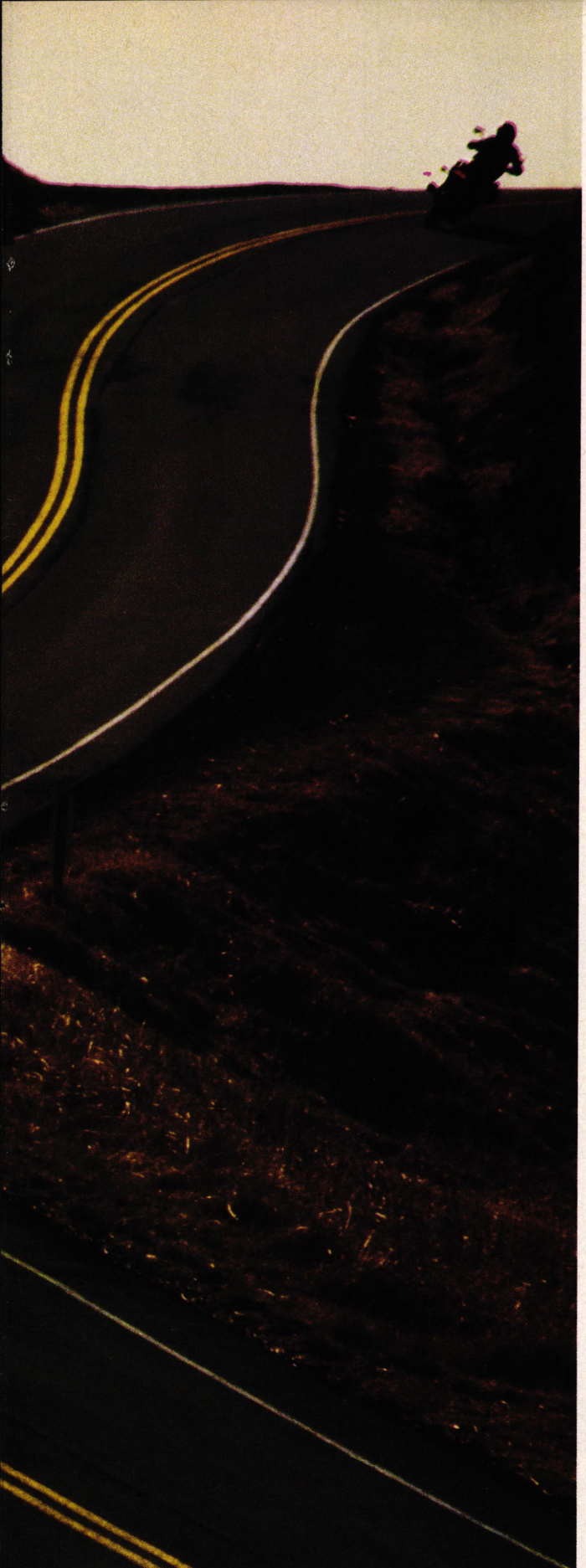


RIDE LIKE A PRO. That means using your head. And riding safely. Always wear a helmet and eye protection. Read your owner's manual carefully. Maintain your machine in safe running condition. Follow the rules of the road and always use common sense. Never drink and ride. Ride at a safe speed



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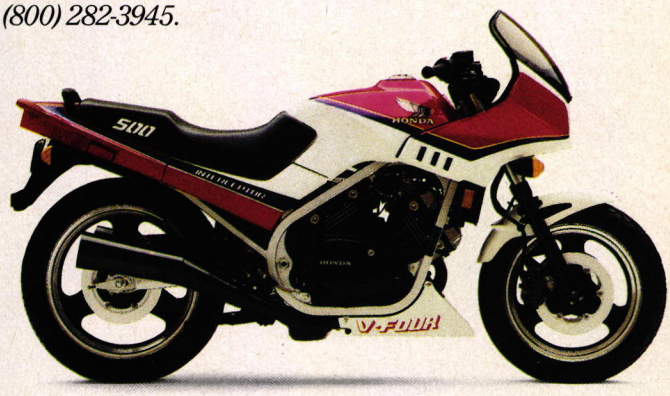

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HONDA

FOLLOW THE LEADER

and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

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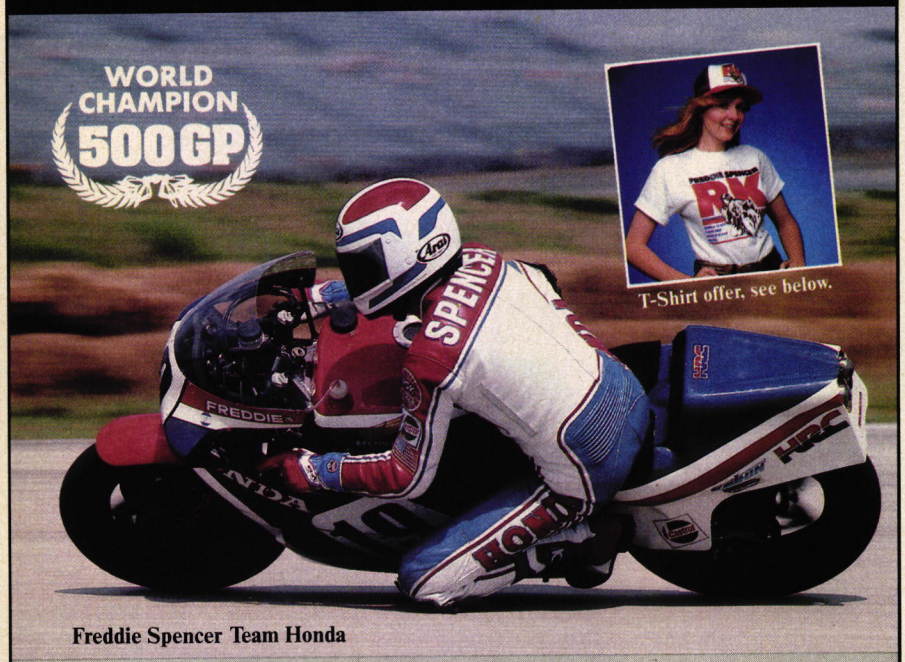

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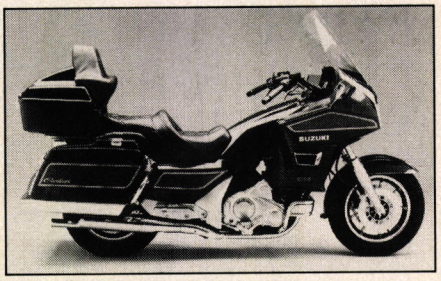
Suzuki offers two Intruders

Cruiservee variant with pullback bar.



GT is the base model Cavalcade

First-class act at a bargain price.

expect. Yet Suzuki took the passenger's needs into account, as well. To make long-distance days more comfortable for the co-pilot, the Cavalcade's passenger accommodations include a two-position adjustable backrest and three adjustable air bladders.

Those air bladders—two in the backrest and one in the seat base—are filled by the same compressor that serves the bike's pneumatically controlled auto-leveling system. The auto-leveling features one-button control, and automatically brings the bike up to its prescribed ride height. The Cavalcade has other big-rig appurtenances, too, including computerized cruise control, a tank-mounted audio system, removable liners for the luggage, and a vanity mirror and light mounted in the travel trunk. Even more important to the touring rider, though, is Suzuki's claim that the Cavalcade carries the industry's largest-capacity saddlebags and travel trunk.

All of those items come standard on the Cavalcade LX, which will be offered in two-tone brown or two-tone gold, and will retail for $7999. For the less well-heeled touring rider, Suzuki has the Cavalcade GT, which lacks the LX's audio system, cruise control, auto-leveling system and air-adjustable seat. The GT can be had in either maroon or charcoal, and will go for $6299. Either way, Suzuki intends for you to go first class.

• Benelli/Moto Guzzi North America has some new hardware, too. The latest Italian arrivals are Moto Guzzi's V65 Lario and 1000 Le Mans. The Lario is Guzzi's newest 650cc sportbike, and it features four-valve heads on its vee-twin powerplant, 16-inch wheels front and rear and twin-piston Brembo calipers for its Guzzi-standard Integral Braking System. Painted either red or silver, the Lario sells for a suggested $3470.

And the 1000 Le Mans picks up where Moto Guzzi's best-selling U.S. model, the 850 Le Mans III, left off. At 948cc, though, this '85-version Le Mans is a larger-displacement

Continued

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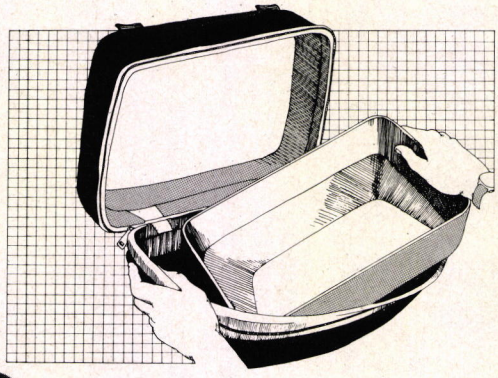

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SPECIALTY FILE:

Yamaha's OX66 Vee-Six Formula 2 Engine

13,000-rpm proof that Yamaha knows more than just motorcycles.

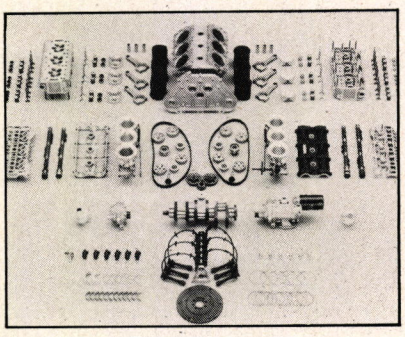
• Yamaha has a new engine for hunting down championships. No, this latest engine for closed-course warfare, the OX66, isn't built to power Eddie Lawson's bikes. Instead, the four-stroke fuel-injected vee-six is strictly for four-wheel use, with Japanese Formula 2 car racing—and BMW's M12 powerplant—as the target. The BMW engine already has chalked up some 96 F2 victories, and Yamaha is looking to put an end to the German motor's domination. And, despite what you might think, the OX66 comes with a good deal of automotive savvy behind it. Yamaha has done research and development work both for Toyota and Ford Motor Co., and the tuning fork company is well equipped with the technological expertise for such a project.

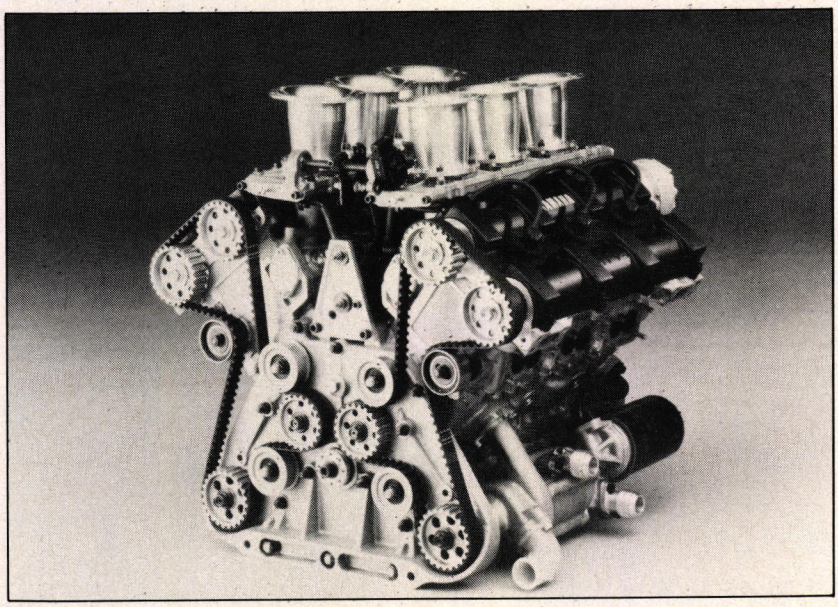
In fact, this compact, 75-degree vee-six fairly bristles with innovation—for an automotive engine. A motorcyclist, however, probably will be familiar with some of the technology used. For example, the OX66 has Yamaha's five-valve cylinder head configuration, a layout similar to the one employed on the firm's new FZ750 sportbike. And like the 750's engine, the 1995cc short-stroke OX66 is a revver. Bore and stroke measure 85.1mm by 58.5mm, and those oversquare dimensions help permit the OX66 to rev to its 13,000-rpm redline. In the process, dynamometer tests have shown that the new motor is capable of pumping out more than 330 horsepower.

That's an impressive claim, considering it works out to more than 165 horsepower per liter. But that's just the beginning for the OX66. Not for more power, though, but for more applications, because Yamaha is also using the vee-six as a testbed for technology that might find its way onto the street. Which isn't to say that a 300-plus-horsepower race motor will end up pushing a sports car down the highway, but a derivative of it might. In fact, it's likely, because long engine life, ease of maintenance and a wide powerband were all high on the list of development goals for the OX66.

The first goal, though, is in getting the OX66 into the winner's circle by beating BMW's M12 in Japanese Formula 2 racing. Yamaha is still championship-hunting, all right, but on four wheels this time.

—Joe Kress





Yamaha gives the auto world a dose of motorcycle technology

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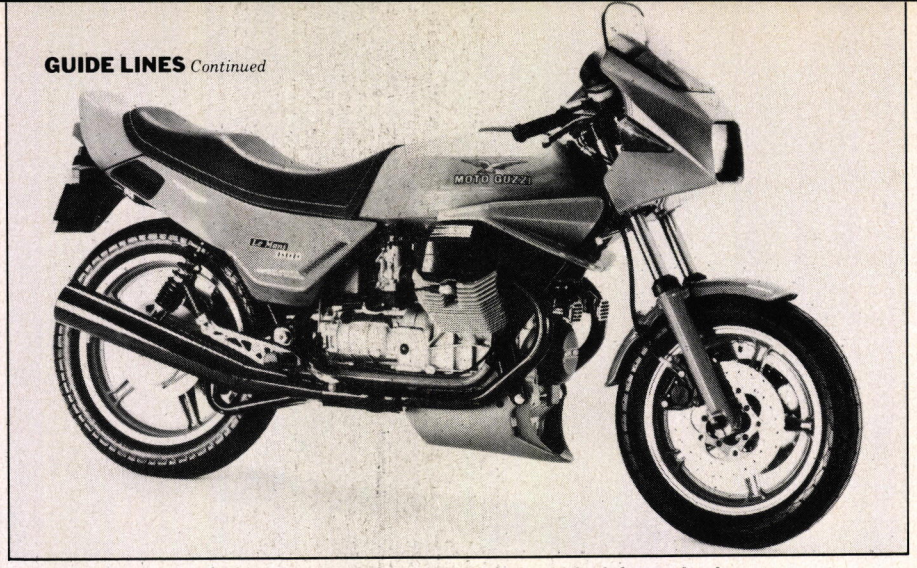
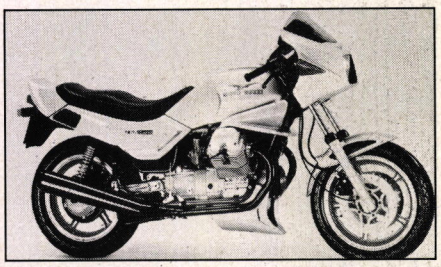


Guzzi bumped its Le Mans back to 1000cc, and slipped on a 16-inch front wheel

With new bodywork for '85, the sporting twin is revamped from stem to stern.



Moto Guzzi's V65 Lario is fresh off the boat

A Euro-style sporting alternative.

twin, with slightly different bodywork. Unlike the V65 Lario, however, the 1000 uses a 16-inch wheel in the front only; the rear wheel is an 18-incher. Offered in either red or white, the 1000 Le Mans carries a suggested retail price of $4685.

FEDERAL CASES

• Honda wants its name back and has gone to the authorities for help. In a petition filed with the U.S. Patent and Trademark Office, Honda Motor Co. Ltd., American Honda's parent company, has brought action against the Gold Wing Road Riders Association Inc. The dispute stems from the patent office's refusal to grant Honda a registration on the words "Gold Wing." Those words are already part of a prior registration—by the Gold Wing Road Riders Association; the single-model club registered its name in January 1983. Honda, which introduced the Gold Wing in 1975, apparently failed to register and trademark the bike's name.

• According to a report by the American Motorcyclist Association, Wisconsin's Department of Transportation has rescinded a state regulation that set up two categories of motorcycle licenses—one for riders on bikes with up to 500cc of engine displacement, and another for riders on machines displacing 501cc and more. The department made its decision after finding no evidence that the separate licensing categories contributed in any way to motorcycle safety.

• A Nevada district court has ruled that state's mandatory helmet law unconstitutional, the first time in eight years that a state court has taken a free-choice stand in the matter. In his decision, District Judge Donald Mosley cited Ninth Amendment protections which allow a person to be let alone in matters that, while possibly injurious to himself, pose no threat or danger to others. Mosley said the Nevada helmet law singles out motorcyclists for prosecution and, if the law's philosophies were applied to the public at large, people could be required to wear heavy coats in winter. The decision, most likely, will be appealed. However, a repeal movement is also likely to be introduced against the helmet law when the state legislature reconvenes.

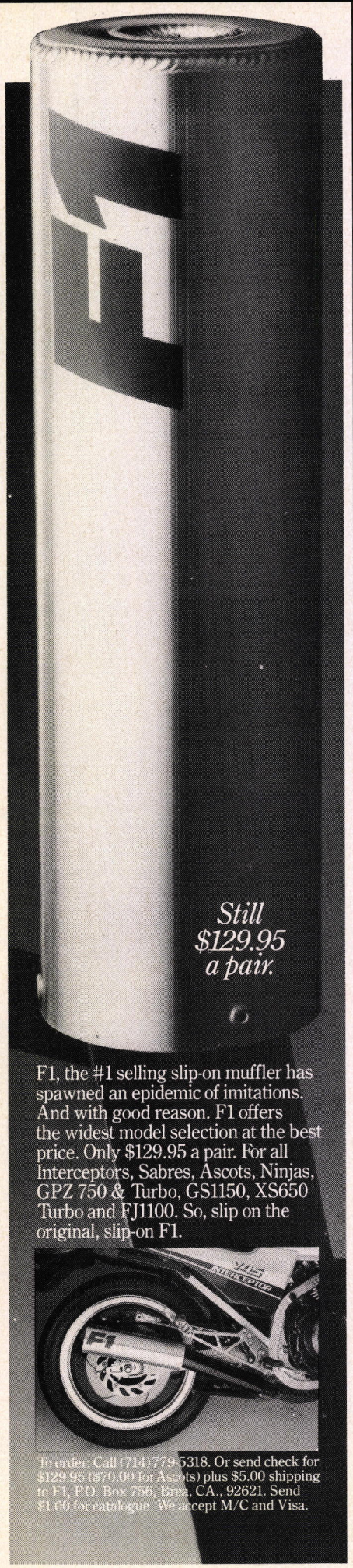
• In California, motorcycle or moped riders or passengers under the age of 15½ must now wear DOT-approved helmets. That lid-law for minors is just one of more than a thousand statutes the Golden State instituted on January 1. Another that's likely to touch the lives of many California motorists is the state's tougher drunk driving penalties. Now a first-time conviction for drunk driving in California can result in a $1000 fine and a vehicle impound for up to three months. During 1983, the latest year for reporting totals, more than 340,000 Californians were arrested for driving or riding under the influence.

• There's no word on exactly how many were cited for speeding, although it's a safe bet that the total is equally impressive, and not just in California, either. The 55-mph speed

SPEED LAW IS STATE LAW

REPEAL THE NATIONAL SPEED LIMIT

limit is nationwide, and the AMA is working hard against it. To help spread that word, and work for the repeal of the national speed limit, the association's Government Relations Department has a pair of free, three-color stickers available. The 3-inch-by-11-inch model and a smaller version for display on motorcycles can be had by sending a stamped, self-addressed envelope to the AMA Government Relations Department, P.O. Box 6114, Westerville, Ohio 43081.



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HARD CASH

• Now the Dunlop Tire Co. has a card you shouldn't leave home without. Working through Marine Midland, the country's fifth largest consumer bank, Dunlop will offer the industry's first motorcycle aftermarket consumer credit program. The program is scheduled to begin March 1, and riders can apply for a Dunlop Service & Tire Card at any participating Dunlop dealer. The requirements for getting the card are simple, too: If you've lived at the same address for two years, worked for two years, and have both a major and minor credit card and a driver's license, a Dunlop

card with a $500 line of credit can be issued on the spot. For higher credit limits, a dealer can take the customer's information, phone it into Marine Midland and have an approval within about 45 minutes. Or a rider can just pick up an application at a Dunlop dealer, fill it out the same as any other credit application, and send it to Marine Midland's New York office. Plus, the Dunlop card will be good for more than just tire purchases. Service repairs, accessories, even part of a motorcycle purchase can be charged under Dunlop's plan. Even racers could put Dunlop trackside service on the tab. Now that's what we call getting up onto the powerband—the purchasing powerband, that is.

• Here's news of another first, this time from Japan. Last September, for the first time in 25 months, sales of new motorcycles increased. In fact, the September '84 figures jumped 24.1 percent above the totals posted for September 1983; Kawasaki was the only manufacturer not to experience the upturn. Reportedly, the manufacturers are skeptical about the sudden sales swing, though, and none think the boom is here to stay. That's partly because of the type of new hardware included in the report's figures: Moped and motor scooter sales accounted for significant portions of the increase.

• Worldwide sales should show an increase soon, too, now that Honda's foray into the Chinese market has come to pass. Last December Honda signed a manufacturing agreement with Shanghai-Ekisyo Motorcycles of China, and according to the terms of the agreement, Honda will provide manufacturing techniques, facilities and parts to the Chinese and receive a royalty on each completed unit sold. The first bikes produced will be a pair of newly designed 125s—offered in both two-stroke and four-stroke versions—tailored to the Chinese market. Production volume is slated to reach 120,000 units per year, with local production of parts increasing until the bikes are 100 percent Chinese.

Continued

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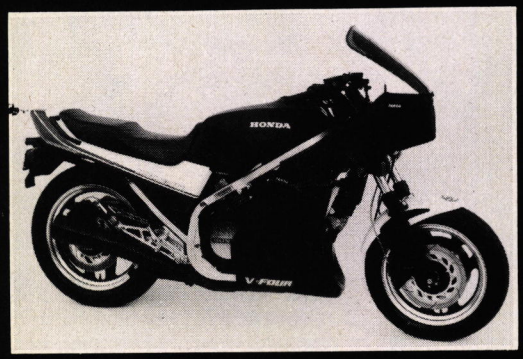

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RUMORS

• Yamaha's most fearsome street-brawler, the V-MAX, just might get a smaller brother soon. According to our underground informants, that mini-MAX will be powered by a 700cc variant of the company's big-bore vee-four. We're also told this scaled-down street-scorcher will be another U.S.-only model, and it will retain most of the features seen on the big-bore V-MAX, including the V-Boost induction system. Our man says the bike could be debuted as early as this fall.

• And that other big-bore brute-bike, the Terry Vance Replica Suzuki we hinted at last month, could be closer to production than we were led to believe. Insiders at U.S. Suzuki's planning division say the dragbike-inspired treatment for the GS1150E is *very* high on the list of "must-do" projects. Mechanically, though, the Vance-replica Suzuki won't differ much from a standard GS1150E. The limited-edition, signature-model lookalike, we're told, will be a styling exercise in paint and tape, and little more.

• Word from American Honda's Gardena headquarters has that company again considering the single-cylinder sportbike field. In after-hours conversation with the Honda men, they admitted that the FT500 Ascot took the wrong approach to the market, and said perhaps a traditional English Clubman-style single would do better. Honda doesn't have to start from scratch to build such a bike, either; a 500cc version, the XBR500S, already exists in the company's European lineup. Look for limited numbers of a U.S.-spec Honda Clubman to show up later this year.

• And keep an eye out for a new Moto Guzzi, too. Our man in Italy reports the company is well along with an all-new, liquid-cooled triple-cylinder sportbike. Although Guzzi had been working on a W-3 engine configuration (based on its vee-twin powerplant) the 750cc triple, we're told, is an across-the-frame design. The new bike's bodywork should be very similar to the V65 Lario's.

• Bell Helmets has been hinting about a new, lightweight helmet that might be released soon. But the helmet won't be made of fiberglass, Kevlar, carbon fiber or polycarbonate. Instead, the material—a substance Bell is keeping very close-mouthed about—is said to offer protection equal to that of fiberglass, but with *half* the weight. The helmet won't be cheap, though, and Bell intends to market it primarily to racers.

AFTER THE FACT

• On page 78 of the February 1985 issue, we said current Superbike champion Fred Merkel was the AMA Formula 2 champ in 1982. That was incorrect; Merkel actually was runner-up in the class to Sam McDonald. Our apologies to McDonald and his brother Phil, who tuned the Yamaha TZ250.

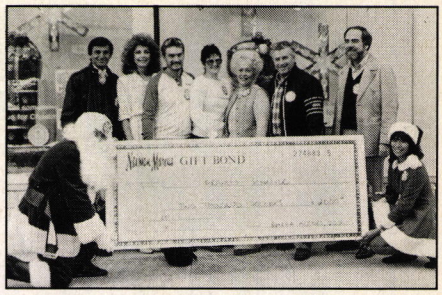
APART FROM THE CROWD

• Motorcyclists have to cope with a variety of road hazards, but there's one that's at the top of everybody's list—the "other driver." At least, that's the finding of a survey conducted by the AMA. The survey polled a random sampling of AMA members, a select group of high-mileage riders, representatives of national riding clubs and highway-safety professionals, asking each what they thought was the most "life-threatening" road hazard to a rider in America. Thirty-five percent of the returns had the "other driver" in the number-one slot. Loose gravel, debris, potholes, rain grooves, wet roads, cut-up pavement, bridge decking and broken or missing traffic signals rounded out the bottom ten on the list. Of course, riders from different parts of the country face different obstacles; one farm-belt rider listed "fresh, liquid manure" as the all-time worst road hazard. He might have a point.

• Nor are road hazards the only unsightly items on American highways, according to two separate government reports on the effects of the 1965 Highway Beautification Act. In its report, the General Accounting Office says that although nearly $200 million has been spent to get rid of "nonconforming" billboards along the country's roadsides, more than 200,000 signs are still standing and new ones are going up at a record pace. In 1983 alone, for every old billboard that was torn down, three new ones went up. The second report, from the Transportation Department, holds a possible explanation for that situation: The government has been paying to put up those new boards in some cases. The report found many instances where money paid to billboard owners as compensation to remove their signs was instead used to build *more* signs, often on the same highway. Understandably, spokesmen for the $1-billion-a-year billboard industry had no comment.

• NBC's Sportsworld crew will have a fine opportunity to view some of that roadside scenery, though. This year, NBC's show will devote one of its segments to the second running of the Cannonball One Lap of America rally. The competition, which saw only one motorcycle entry last year, has some new twists for '85: The finish will be timed to the second, the route has been changed to incorporate two-lane roads for half of the event, and by starting the run on March 1 instead of in April like last year, the weather will become more of a factor. Break out the cold-weather gear, boys; no one said it was easy being a motorcyclist.

• But sometimes it does pay off; just ask Frances Shriver of Phillipsburg, New Jersey. Shriver entered a Yamaha-sponsored contest at a local dealership and became the grand prize winner of "Yamaha's Absolutely Last Minute Just Under the Wire California Shopping Spree With Santa." The prize was a pre-Christmas jet flight to Los Angeles, two days of wining and dining and a $2000 splurge at Neiman-Marcus.



Motorcycling is usually its own reward

But a cash bonus never hurt.

• OK, so you didn't win that one. But there are other contests you can enter, such as the the competition sponsored by Hartwick College, of Oneonta, New York. As a motorcyclist you're probably familiar with the contest's medium: Velcro. And the competition is for the most imaginative, inventive or humorous use of that nylon fastening material. What's more, Velcro U.S.A. Inc. has donated 300 feet of its product for competition use. The only restriction is that entries be small enough to ship by parcel service. No announcement, though, on what the prize is. Maybe it's more Velcro. •

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RIDING IMPRESSION:

Yoshimura Suzuki GS750ES Superbike

The last of the fire-breathing air-coolers.

BY DAIN GINGERELLI

In American Superbike racing, 1984 was the year of the Honda VF750F Interceptor. With defending champion Kawasaki out of the class, and Yoshimura awaiting further orders—and aid—from Suzuki, Interceptor riders had things pretty much their way at AMA Superbike races last year, dominating almost every event and ending up with the championship.

The Yoshimura team wasn't just sitting on its collective thumbs, though. They slid a 1983-model air-cooled GS750ES Suzuki under Wes Cooley and let him have at it. And it was at Sears Point that Cooley put a damper on the liquid-cooled Interceptor field by winning the race. The date was August 19, 1984; remember it, because that probably will be the last AMA Superbike win ever posted by an air-cooled bike. With the coming addition of Yamaha's liquid-cooled FZ750 and Suzuki's oil-cooled GSX-R750 to the class, bikes such as the GS750ES will be obsolete.

Not that Cooley's Yoshimura Suzuki wasn't considered obsolete last year: Nobody really considered him or Yoshimura a threat in 1984—even Yoshimura team members discounted their chances of beating Team Honda. Instead, they considered 1984 a year for research and development, while Suzuki engineers in Japan put the finishing touches to the GSX-R750, a bike intended for release in late 1985.

So for 1984 Yoshimura and Cooley made do with the aging Suzuki GS750ES, a streetbike the team had to convert into a race-ready weapon. That process required a long list of major modifications, including the installation of 18-inch Campagnolo magnesium wheels front and rear (the stock GS750ES uses a 16-inch hoop in front), a Kayaba racing fork with 40mm-diameter stanchion tubes and a Moto-X Fox Twin-Clicker rear shock absorber. Coupled with three disc brakes from Suzuki's RG500 Grand Prix bike (with two 13-inch rotors in front and one 9-incher at the rear) and huge Dunlop slicks, the GS750 quickly took on the predatory appearance of a Superbike.

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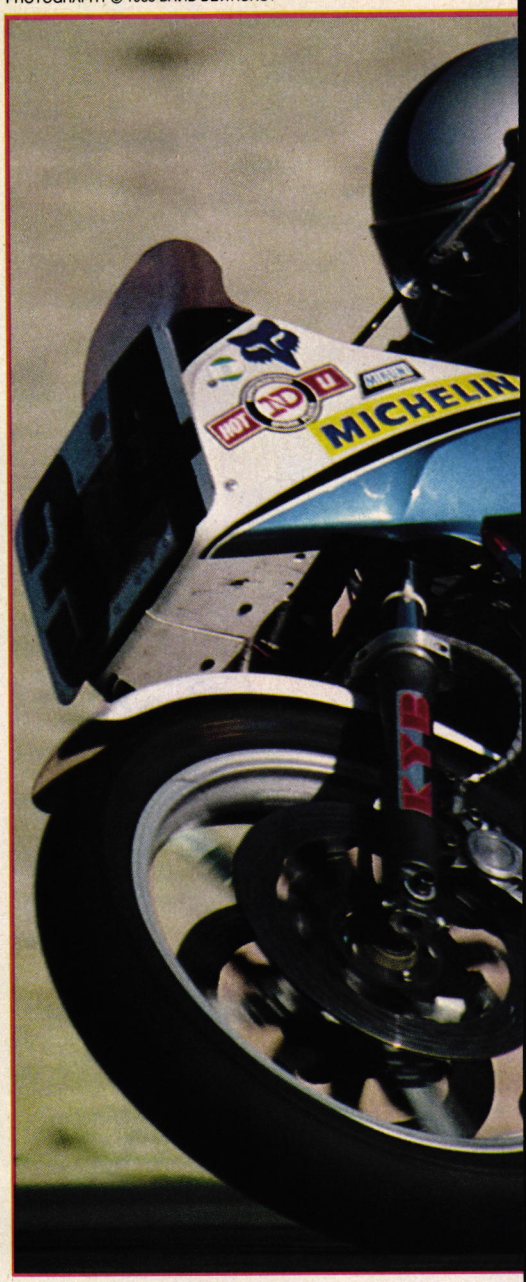
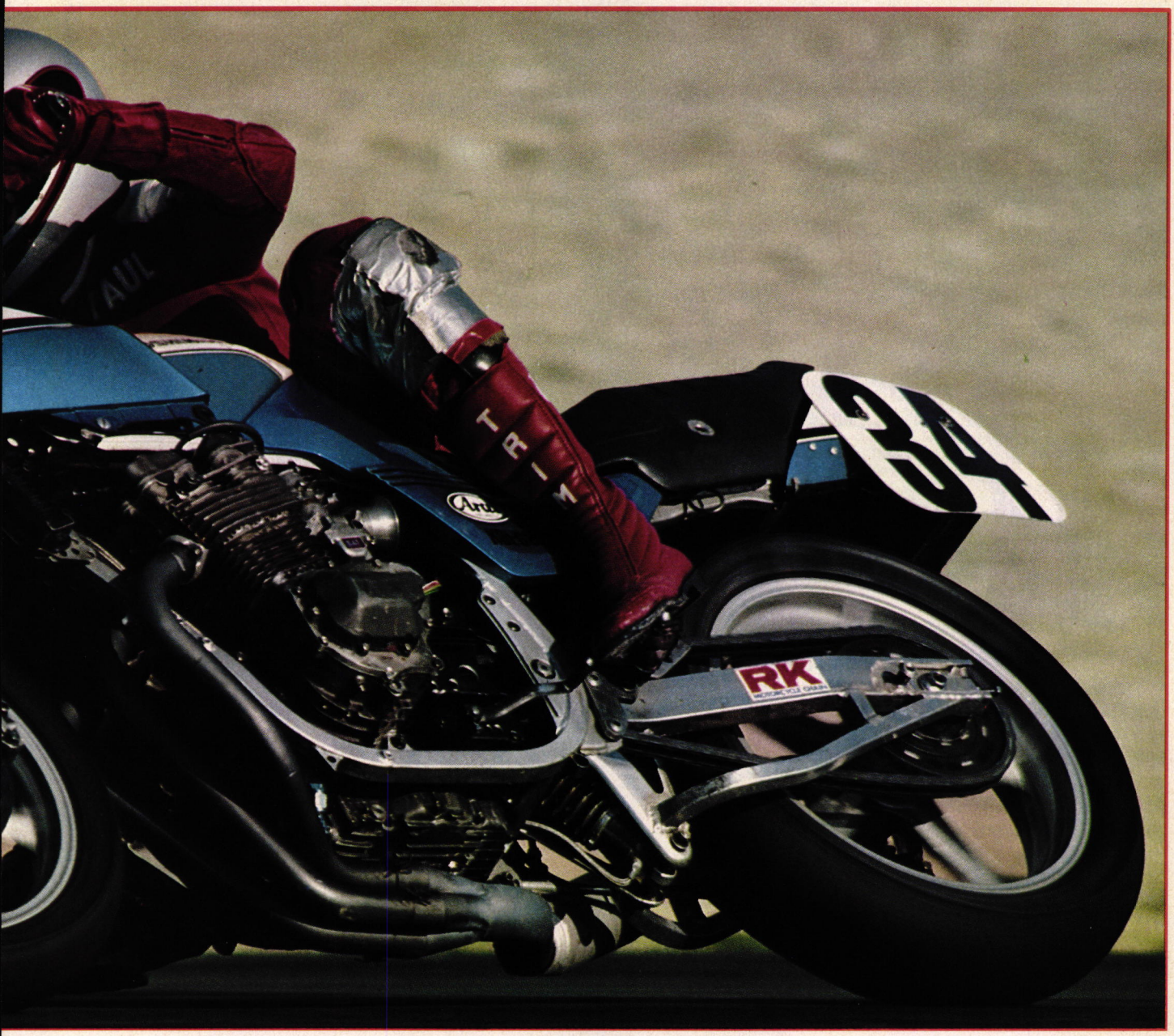


But looks alone don't count for much out on the racetrack. A Superbike needs *horsepower,* too, and in Yoshimura tradition the Suzuki four-cylinder engine has power aplenty. According to Yoshimura, the GS's motor produces 118 horsepower at 11,500 rpm, with a relatively broad powerband that comes on hard at about 8000 rpm. Even Cooley, who rode liter-size Superbikes in the early years of the class (he was twice AMA Superbike champion, in 1979-80) was amazed at the GS's broad power curve. "There's good power everywhere," he said, "but it really produces a big bang at eight grand."

Such was not the case during early



development of the engine. According to team manager Suehiro Watanabe, the short-stroke 750 motor didn't respond favorably to some of the speed tricks Yoshimura had learned while tuning the larger 1024cc Suzuki Superbike engines. True, initial testing of the GS750 race engines produced plenty of horsepower, but the power was concentrated at the very top of the rev-range; not the hot set-up for ridability. Finally, Yoshimura discovered that the camshaft specifications for the short-stroke engine needed to be the opposite of what worked for the 1024cc motors, and settled on cams that offered low valve-lift and long duration.

Another problem Yoshimura overcame in developing the three-quarter-liter streetbike engine included the configuration of the intake and exhaust ports. The stock GS750 head was designed for use with constant velocity carburetors, which don't provide as high an intake volume as do the bored-out 33mm Smooth Bore Mikuni racing carbs that Yoshimura intended to use. Consequently, Yoshimura had to reshape the intake and exhaust tracts and install larger-diameter valves (26mm intake and 23mm exhaust, versus 25mm and 21mm stock). Ultimately the team found the power they needed—the "big bang" power, as Cooley described it—shortly before the beginning of the 1984 season.

We got a firsthand feel for that "big bang" power during a ride on the Yoshimura Superbike at Willow Springs Raceway. And the first thing we noticed about the modified 748cc engine was its linear power curve that rises in proportion to how far you open the Smooth Bore Mikuni carburetors' Teflon-coated slides. The power just keeps on building, and then comes on with a thrilling, explosive surge at 8000 rpm that continues all the way to the 12,000-rpm redline.

But the biggest thrill in riding the Yoshimura Suzuki is in experiencing how well it steers and handles through corners. Inititating a turn is simplicity itself; a little body English and a tug on the handlebar is all it takes to make the GS flick toward the apex. What's more, the GS is stable, too, at racing speeds, thanks in part to the stiff suspension (the Moto-X Fox Twin-Clicker shock has a 190-pound spring in place of the stocker's 160-pound unit) that lets you feel practically every ripple on the track surface. Such performance inspires great confi-

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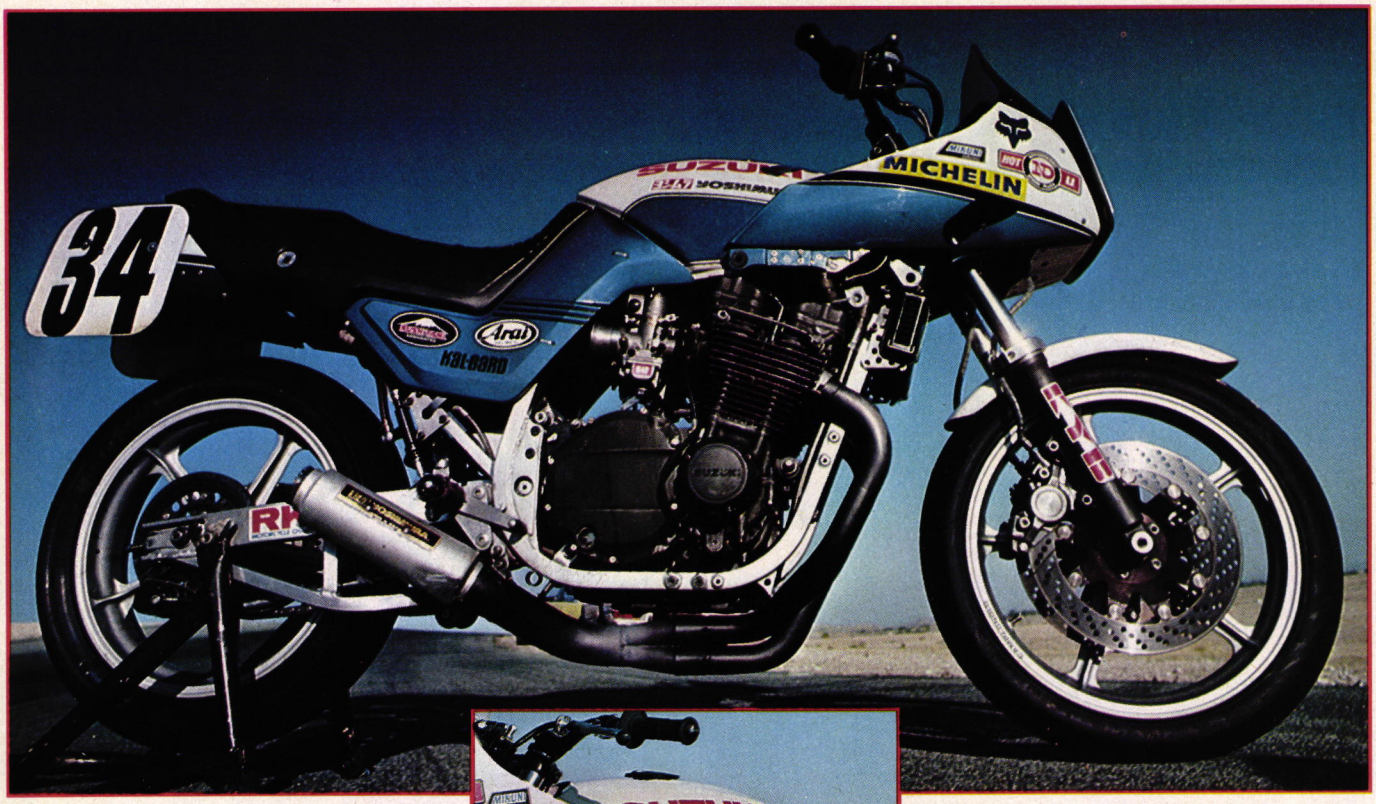


dence and seems amazing considering that the Yoshimura GS amounts to little more than a highly modified streetbike.

One of the modifications included swapping the GS's stock 16-inch front wheel for an 18-inch wheel, and, curiously enough, the bike's steering is still plenty quick. Yoshimura made the switch because initial testing with the 16-inch front wheel revealed that it caused the 397-pound Superbike to feel nervous at high speeds. Cooley welcomed the change, too, and said, "The 18 made it lazy in its steering."

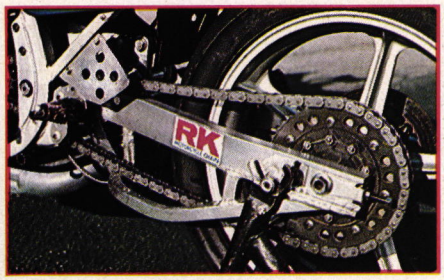
"Lazy," in Cooley's vernacular, means neutral, and that certainly is the case. The Yoshimura Suzuki's handling is so neutral that we felt completely at home on the bike. In fact, the bike felt so easy to ride, and was so willing to go where it was pointed, that we figured there had to be another reason for it's "lazy" behavior; a bike originally designed for a 16-inch front wheel shouldn't adapt that well to the addition of an 18-incher without some other chassis changes.

So we probed, asked questions and probed some more. Finally, Watanabe said the Suzuki's steering head angle had been "modified." In Superbike terminology, that meant the rules, as well as the frame, had been bent to accommodate the larger front wheel. The steering head angle was reduced a degree or two from the stock 27.8 degree angle, and in order to retain a trail figure close to that of stock, Yoshimura fitted triple clamps that provided an additional 37mm of fork offset. The combination obviously works, allowing the GS750 to steer quickly, yet remain stable at high speed. Watanabe explained the reason behind the cheating, too. "Honda was going to beat us anyway, so why not make our bike more competitive?" he said.

GS motor required special tuning tactics

Yosh believes in the big bang theory.

Rules-bending aside, there was little question that the Yoshimura team made for a more exciting Superbike season. Thanks to the Yoshimura presence, Honda didn't thoroughly dominate the class as was forecast: Cooley nipped at Superbike champion Fred Merkel's heels, finishing second at Riverside, then overtaking him at Laguna Seca, only to be relegated to second-place after a red-flag incident halted the race. Cooley and Yoshimura subsequently were disqualified from the Laguna Seca race because the GS750 was 4 pounds under the class weight limit. And a few weeks later Cooley won at Sears Point.



Fox Twin-Clicker controls braced swingarm

And an 18-inch wheel to match the front.

Cooley's Sears Point victory has a significance beyond that of a mere race-win, though, because Yoshimura plans to replace the GS750 with Suzuki's new GSX-R750 oil-cooled sportbike. Like Honda's VF750F Interceptor and Yamaha's FZ750, the new Suzuki should make a smooth transition from the street to the racetrack, and that pretty much seals the fate of air-cooled powerplants in American Superbike racing. As a result, the Yoshimura Suzuki probably is assured of its place in history as the last air-cooler to win an AMA Superbike race. Yoshimura—and Cooley—will be remembered for that. ●

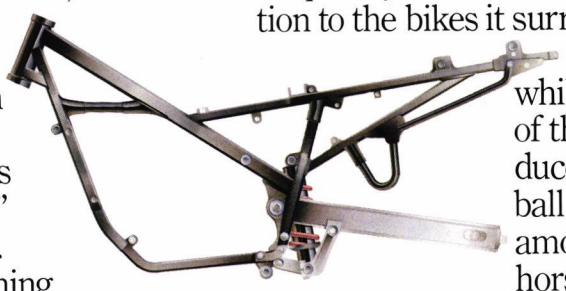
The following seven pages are not recommended for the faint-of-heart or the weak-kneed.

In 1968, someone coined the word
Seventeen years later, someone fi

When the first in-line four rolled off the assembly line and into the showrooms, the motorcycling press went helmet over heels with excitement.

"The world's first superbike" they enthused.

"The beginning of a whole new era."



The race-bred, box-section wide cradle frame has removable downtubes for easier maintenance.

And ever since, new superbikes have been appearing faster than you can say double overhead cams.

Unfortunately, the fanfare surrounding these bikes has frequently been out of proportion to the bikes it surrounded.

For while many of them produced eyeball jerking amounts of horsepower, the handling often fell considerably short of the mark.

And those that did handle well enough, didn't always move well enough.

Which brings us to the incredible FZ750 from Yamaha. The first motorcycle that lives up to the term "superbike." And one which Cycle News called "the next step forward."

Our sentiments exactly.

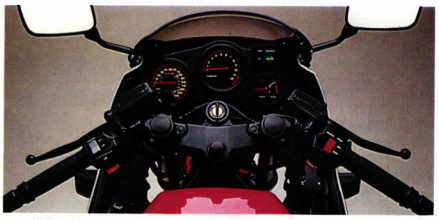
Yamaha's Theory of Relativity.

At Yamaha, we've never subscribed to the one-frame-fits-all school of engineering.

l "superbike." nally built it.

For that reason the FZ's ultra light, competition-bred, box-section frame houses only the FZ engine. And our revolutionary, 749cc five-valve engine (more about it later) fits only the FZ frame.

To appreciate why this motorcycle handles so well is to



The instrument cluster, built into the frame-mounted fairing, includes a 12,500 rpm race-style tachometer.

appreciate the relationship between the two.

The engine's cylinders, for example, are canted 45° forward. Which aside from the obvious benefit of lowering the center of gravity has another not-so-obvious benefit. It gives the FZ nearly a 50/50 weight distribution.

This configuration also narrows the bike substantially by eliminating the midriff bulge you'll find on most high-performance models.

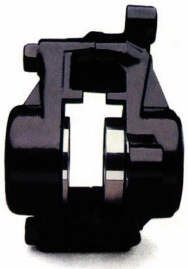
Instead of trying to squeeze four carburetors, four air filters and all of the related hardware under the seat, we tucked it away up near the steering head. So you can tuck in more tightly around the middle of the bike.

And that, combined with the fact that the FZ engine is actually as narrow as a V-4, means you can lean it over, Eddie Lawson-like, up to a remarkable 51°.

Down in front.

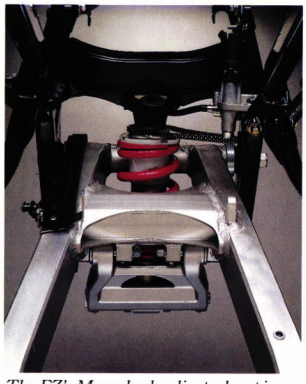
We also fitted the FZ with a sixteen inch front wheel (lowering the center of gravity even further).

As well as a race-developed, Monoshock rear suspension system using needle bearings at all pivot points. Aluminum box-section swing arm. Thirty-nine millimeter, air-assisted, variable-damping front forks. Ventilated, triple disc brakes with dual opposed-piston calipers and semi-metallic pads. Heavy-duty aluminum fork brace. A sealed drive chain with a racing-style tensioner. Tubeless V-rated tires. Cast aluminum alloy wheels. And a frame-mounted, aerodynamically-styled half fairing.



The FZ's powerful, dual opposed-piston calipers.

All with one goal in mind. Handling as predictable as Yamaha winning championships.



The FZ's Monoshock adjusts damping and spring pre-load in tandem for optimum control and responsiveness.

Riding lessons.

If you're seriously considering an FZ, we'd like to offer a little advice on how to ride one.

Hard.

Not 8,000rpm hard. We're talking 11,000rpm, chin-to-the-gas-tank hard.

Or better yet, throw on a set of leathers and take an FZ out to the track.

There won't be a bike that can touch it.

Unless another FZ owner has the same idea.

Introducing the FZ engine. Just wh safe to leave the drawing board.

One way to tell you what our new FZ750 engine is, is to tell you what it isn't.

What it isn't, is another high performance powerplant. You can find one of those on any canyon bike you care to name.

What it is, is a radically new engine concept lurking beneath the familiar exterior of a liquid-cooled, in-line DOHC four.

Technology has gone to our head.

Conventional wisdom has it that the four-valve cylinder head is the way to go.

Yamaha wisdom has it that if a four-valve system is good, then a five-valve system might well be better.

It is.

The FZ breathes with astounding efficiency. The three intake and two exhaust valves, in combination with the hemispherical combustion chamber, deliver better fuel combustion. Translation: more horsepower.

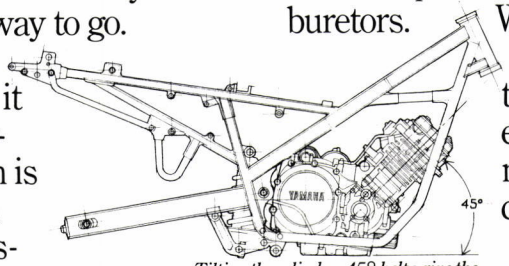
And because the valves are extremely light, the engine revs to an extraordinary 11,800 rpm.

Conventional wisdom also has it that the cylinders be nearly vertical.

Yamaha wisdom has it that with the cylinders set at 45° the engine will churn out unthinkable amounts of horsepower.

It does.

Because the cylinders lean so far forward, the FZ can use special downdraft carburetors. Which, in effect, ram the mixture into the engine for even more efficient combustion.



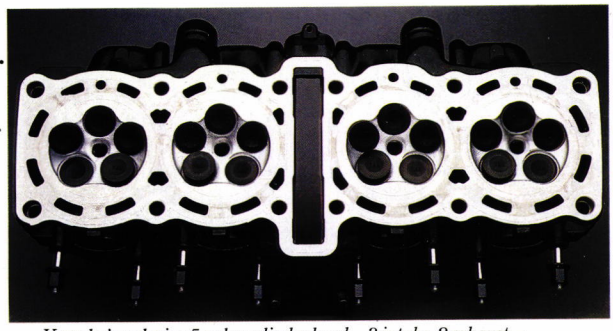
Tilting the cylinders 45° helps give the FZ nearly a 50/50 weight distribution.

And since the intake ports are nearly straight, the mixture doesn't make horsepower-robbing detours along the way.

Finally, conventional wisdom assumes that in order for an engine to produce the aforementioned amounts of horsepower, it has to give up significant amounts of fuel efficiency and flexibility along the way.

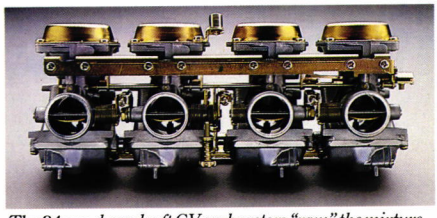
It doesn't.

While our five-valve engine develops more horsepower and torque than a comparable four-valve engine, it also uses less fuel.



Yamaha's exclusive 5-valve cylinder head—3 intake, 2 exhaust—dramatically increases horsepower through optimum fuel combustion.

And even though top speed is just this side of a Formula One racer, the FZ has the low-speed tractability of a Schwinn.

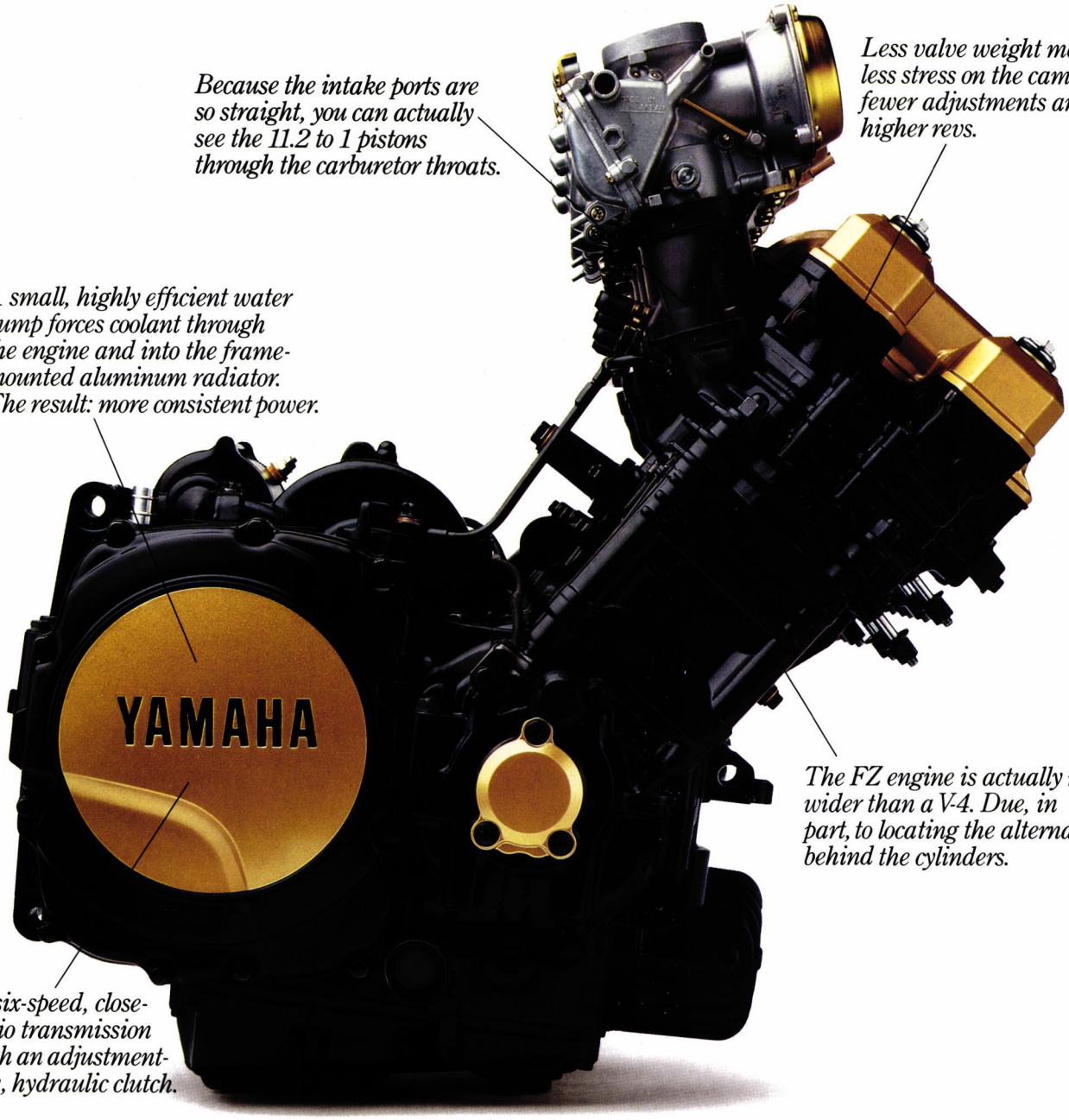


The 34mm downdraft CV carburetors "ram" the mixture into the engine for better combustion.

So much for conventional wisdom.

See you at the track.

hen the competition thought it was



Because the intake ports are so straight, you can actually see the 11.2 to 1 pistons through the carburetor throats.

Less valve weight means less stress on the camshaft, fewer adjustments and higher revs.

A small, highly efficient water pump forces coolant through the engine and into the frame-mounted aluminum radiator. The result: more consistent power.

The FZ engine is actually no wider than a V-4. Due, in part, to locating the alternator behind the cylinders.

A six-speed, close-ratio transmission with an adjustment-free, hydraulic clutch.

Fast relief from the bends.

There are motorcycles that handle. And then, there are motorcycles that handle.

The Yamaha FJ600 is the second kind.

With one horsepower for every 5.8 pounds, our FJ600 has a higher power-to-weight ratio than any bike in its class. (Which may be one reason for its incredible success last year–both on the track and in the showroom.)

Yet in addition to producing horsepower, this high performance engine also helps produce something equally valuable: superb handling.

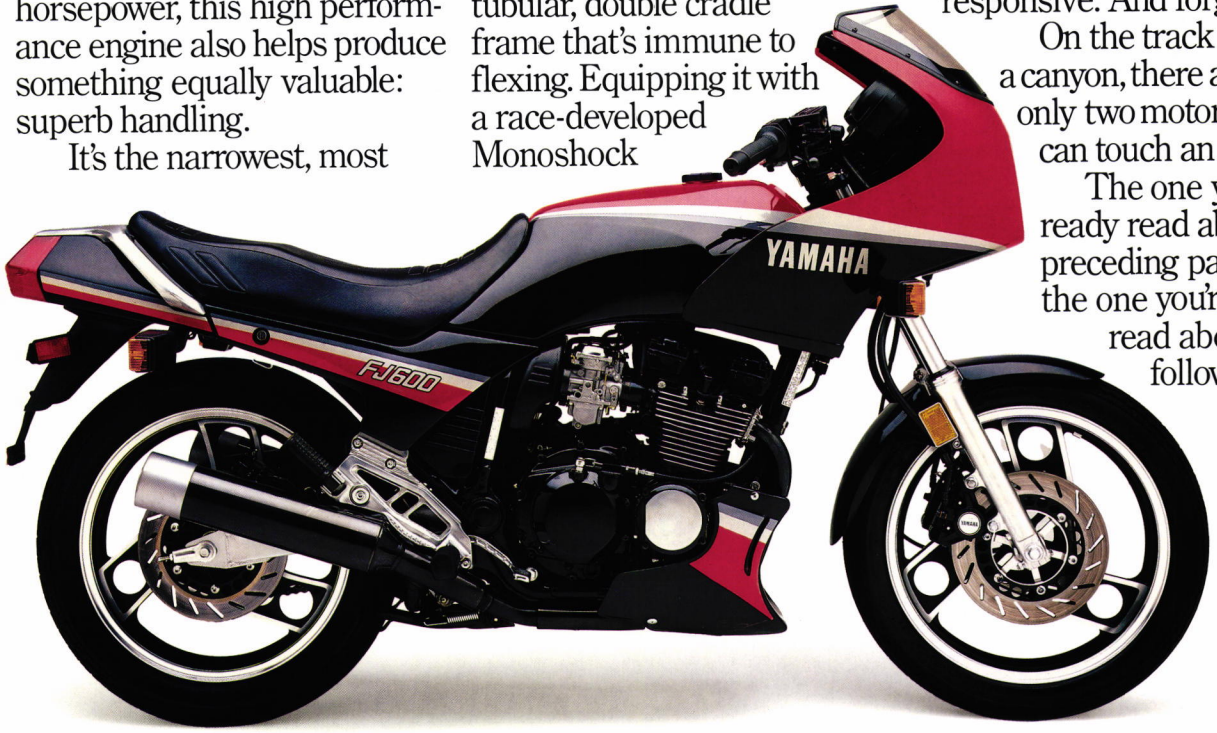
It's the narrowest, most compact, in-line four cylinder engine in its class. A design made possible by placing the alternator behind the cylinders and not to the side of them. And one that makes it possible for you to lean the FJ over at an extraordinary 49°.

Of course, making the FJ600 handle like a Yamaha required more than just giving it a narrow engine. It meant building it around a tubular, double cradle frame that's immune to flexing. Equipping it with a race-developed Monoshock suspension that can be dialed in to even the most torturous road conditions. And adding a pair of massive, air-assisted front forks. Fully adjustable, of course.

Combine all of this with a set of triple disc brakes, frame-mounted half fairing and a new low profile rear tire and you've got a motorcycle that's remarkably responsive. And forgiving.

On the track or through a canyon, there are really only two motorcycles that can touch an FJ600.

The one you've already read about on the preceding pages. And the one you're about to read about on the following page.



Even faster.

When we asked our engineers to design the motorcycle that became the FJ1100, we asked that it be more powerful than any production bike on the market. What we got is the fastest quarter-miler ever built.

We asked that it be lightweight and easy to handle. What we got is a sleek 501-pounder with an ultra sophisticated suspension system.

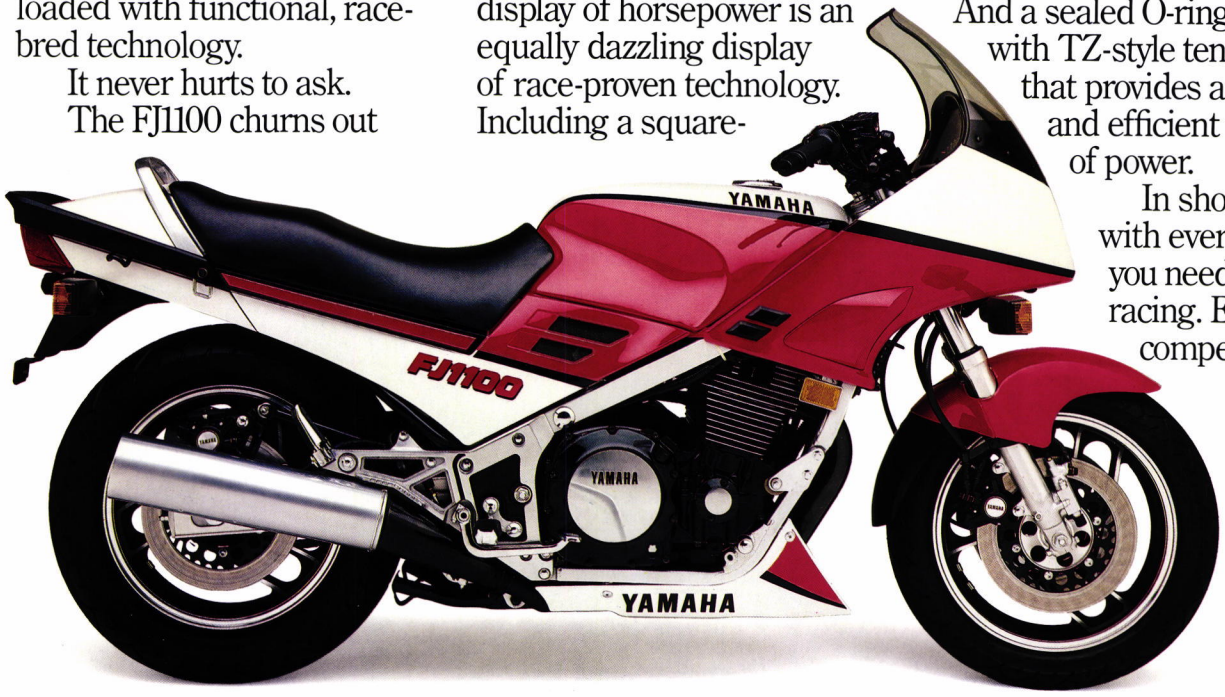
And we asked that it be uncluttered by frivolities. What we got is a hard-nosed performer loaded with functional, race-bred technology.

It never hurts to ask.

The FJ1100 churns out more power per pound than any production bike built to date – turbocharged, supercharged or otherwise. A fact that's all the more remarkable because this 16-valve, in-line DOHC four is also the lightest, narrowest and most compact engine in its class.

Surrounding this dazzling display of horsepower is an equally dazzling display of race-proven technology. Including a square-section perimeter frame "borrowed" from our factory racers. Rising-rate Monoshock rear suspension with a five-way adjustable, DeCarbon-type gas/oil shock absorber. Heavy duty, 41mm telescopic front forks with an anti-dive system. Alloy swing arm. Ventilated triple disc brakes using opposed-piston calipers and water-resistant pads. Extra wide high speed V-rated tires mounted on sixteen-inch rims. A frame mounted fairing. And a sealed O-ring chain with TZ-style tensioner that provides an orderly and efficient transfer of power.

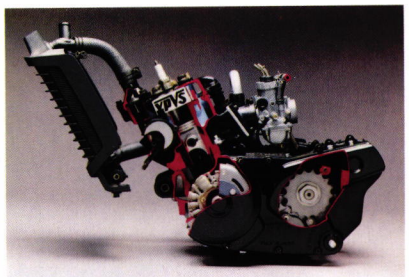
In short, a bike with everything you need to go racing. Except competition.



One of a kind. Just like the guy it's named after.

Unlike most kings, Kenny Roberts didn't inherit his crown.

He earned it. Always on a Yamaha. And more often than not, on a Yamaha two-stroke.



Thanks to our exclusive YPVS, the RZ produces the broadest powerband of any 350cc two-stroke ever built.

Last year, we decided to show our appreciation and introduced what we affectionately called the Kenny Roberts Special. And what we officially called the Yamaha RZ350.

This year, we decided to show our appreciation once again. By not only making Kenny's motorcycle even better—with improved handling and braking—but by making it even more available. Now everyone in America can own one.

The Yamaha RZ remains an extraordinary combination of power, handling and reliability. Gone forever is the power lag of earlier two-strokes. In its place, a powerband that delivers both low end torque and high end speed. Instead of a choice between the two.

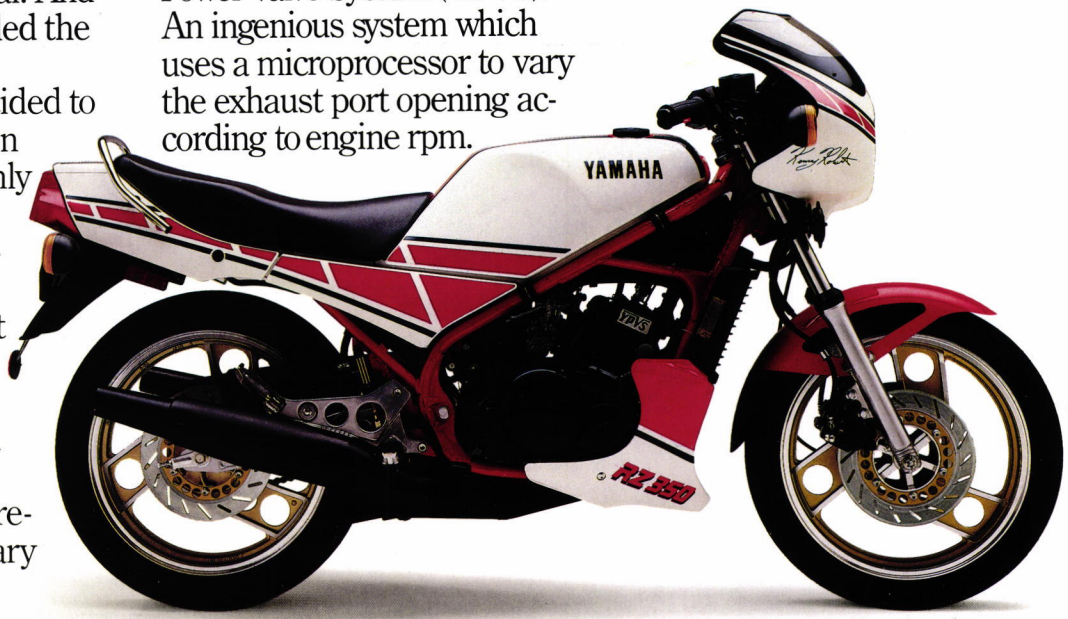
The power is the result of the RZ's liquid-cooled 347cc engine. The powerband is the result of Yamaha's Power Valve System (YPVS). An ingenious system which uses a microprocessor to vary the exhaust port opening according to engine rpm.

Of course, increased power means increased stress. To compensate, everything on the bike was first tested on the track. From the Monoshock suspension to the triple disc brakes with opposed-piston calipers.

With a machine like the RZ350, you could make quite a name for yourself.

Like someone else we could mention.

YAMAHA
Built for the fun of it.™



12-month limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Specifications subject to change without notice. Rear view mirrors standard equipment. Models sold in California equipped with evaporative emission control devices. FZ750 not available in California. Always wear a helmet and eye protection.

PRODUCT EVALUATION:

Marsee Nylon Insulated Jacket and Trousers

Putting an end to the layered look.

• At one time, cold-weather riders were considered motorcycling's stuffed shirts, because cold-weather gear consisted of all the shirts you could stuff under a jacket. And while that approach provided some protection from frigid temperatures, it usually left the rider with the appearance—and all the mobility—of the Pillsbury Doughboy. That's a thing of the past, though, with the advent of lightweight cold-weather gear, such as Marsee's Nylon Insulated Jacket and Trousers.

Perhaps the most notable characteristic of the Marsee outfit is its slim design. The suit's fit, and Marsee's use of a lightweight 8-ounce synthetic insulation quilted to the lining, provides good freedom of movement without the bulkiness found in some other cold-weather suits. The overalls (or trousers, as Marsee calls them) and jacket are constructed of urethane-coated 200-denier nylon, and an additional layer of insulation stitched to the front of the jacket gives extra wind protection.

To keep the wind from slipping inside the garments, an elastic hem on the jacket and an elastic insert in the back of the overalls keep the suit snug. Three two-way zippers—one on the outside of each leg and another at the front of the torso—simplify putting on the overalls, and the jacket closes with a one-way zipper in front. All the zippers are backed by storm flaps, and Velcro tabs secure the adjusting straps on the cuffs, both pockets on the jacket and the adjustable collar. The collar can be worn open, folded up to make a low turtleneck, or zipped completely up as a full turtleneck, an arrangement that provides flexibility for weather changes.

And zipping up the collar effectively seals you from the North wind, too. With nothing more than a short-sleeve shirt underneath, the Marsee jacket alone is sufficient for warmth in 40-degree weather. Sliding into the overalls will keep you as cozy as a heated privy, even below freezing, although you'll need a long-sleeve shirt and a heavy sweater to keep your upper body warm into the teens. Eventually, the wind will strip away some of the warmth from your legs if they're not protected by a fairing, and the cold will soak through anywhere the suit is stretched tightly—at the knees, for example. But shifting your position to eliminate the tightness kills the chill.

The suit also stifles any unwanted breezes—once you get the pant cuffs closed. The Velcro patches on the pant cuffs are too narrow, and the straps come adrift if they're not carefully aligned. When you're all zipped and Velcroed up, though, the Marsee gear keeps the elements out—even in the rain. Although the suit isn't designed as rain gear, its urethane-coated nylon is water resistant and suitable for short stints in the rain. More important, the suit keeps you warm, even when it's wet.

And warmth, after all, is the point behind any cold-weather gear. Yet the Marsee suit is more than simply warm—it's also lightweight, and compact enough to fit easily into a saddlebag or trunk when you don't need it. But for those times when most intelligent life has sought shelter from the cold, the Marsee Nylon Insulated Pants and Trousers let you brave the elements. And they certainly won't leave you feeling like a stuffed shirt. —*Jim Miller*

Marsee Nylon Insulated Jacket and Trousers

Manufacturer: Bell Helmets Inc., Dept. CG, 15301 Shoemaker Ave., P.O. Box 1020, Norwalk, California 90650

Suggested retail price: jacket $99.95; trousers $99.95

Sizes: XS-XXL

Available colors: Black with burgundy piping, burgundy with black piping.

© 1985 GILBERT LUNA

Marsee suit is similar to some ski wear

Cold-weather comfort for schussing down the highway.

CAMEL FILTERS

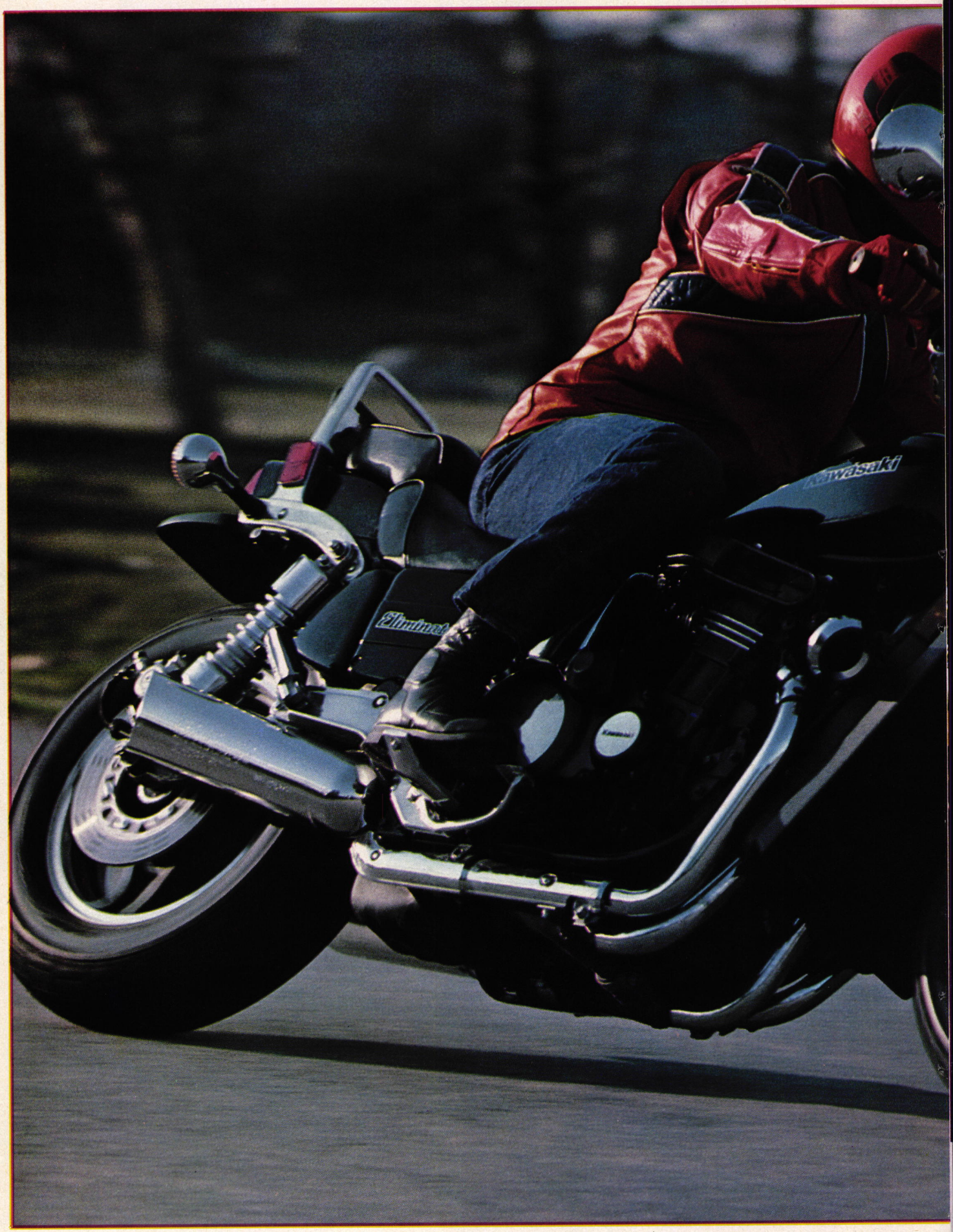
It's a whole new world.

Today's
Camel Filters,
surprisingly smooth.

© 1985 R.J. REYNOLDS TOBACCO CO

16 mg. "tar", 1.2 mg. nicotine av. per cigarette by FTC method.

Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.


Kawasaki
Eliminator

ROAD TEST:

PHOTOGRAPHY © 1985 DAVID DEWHURST

Kawasaki Eliminator

Born, bred and built for life in America's fast lane.

BY CHARLES EVERITT

Styles might come and go, but there's one thing about motorcycles that *never* goes out of fashion: acceleration—pure, undiluted, private-parts-to-the-wall acceleration. There's something exquisitely satisfying about being able to launch yourself from here to there—wherever "there" happens to be— just at the flick of a wrist, and it's something that motorcyclists of any stripe can appreciate.

Kawasaki is one manufacturer that has long recognized that fact, and has built its reputation on rip-roaring, hard-charging machinery. But Kawasaki also has understood the elemental link between styling and performance in the American market. And so for '85, Kawasaki has introduced the Eliminator, the consummate stoplight-to-stoplight bandit, but one with an appeal that extends beyond being a mere two-wheel horsepower factory. To that end, Kawasaki sent its minions out to the heartland of America, to probe the minds of American riders, to find out what they wanted a motorcycle to look like. The result is what you see here; from its tiny 2.9-gallon gas tank to its juggernaut-size 160/80-15 rear tire, the Eliminator is styled by—and for—American tastes, with an unmistakable Harley-Davidson influence. Even the exhaust system received special attention to make certain it produced just the right brawny tone Americans wanted.

Still, it's the performance generated upstream of those fat, chrome, bologna-slice mufflers that rivets your attention when you're riding this motorcycle. Kawasaki clearly understands the seductive appeal of power, but, moreover, the firm realized the need for the Eliminator to have the right *kind* of power. From Kawasaki's point of view, a boulevard cruiser—especially one that puts a premium on performance—shouldn't make its rider wait until the motor is in the right rev-range. Nothing less than instant gratification was the goal.

That's precisely what you get anytime you twist the Eliminator's right grip. For openers, the motor makes formidable low-end power; nailing the throttle in first gear is not for the faint of heart, because the bike will light up its mammoth rear tire with disdainful ease. And although that's an impressive sight, it's the engine's ferocious midrange that will make even the most jaded rider sit up and take notice. Power builds evenly right from idle and tapers off as the tach needle approaches the 10,500-rpm redline, but pulling the trigger anywhere from 6000 rpm to 10,000 rpm pins you to the saddle as the Eliminator launches away like you'd lit some afterburners. Even Yamaha's FJ1100, the quickest production motorcycle we've tested, falls to the Eliminator's muscular midrange. In roll-ons from 55 mph, with both bikes in fifth gear, the Kawasaki simply walks away. At the dragstrip, though, the Yamaha has the upper hand, as evidenced by the Eliminator's slower 11.405-second/117.49-mph quarter-mile time.

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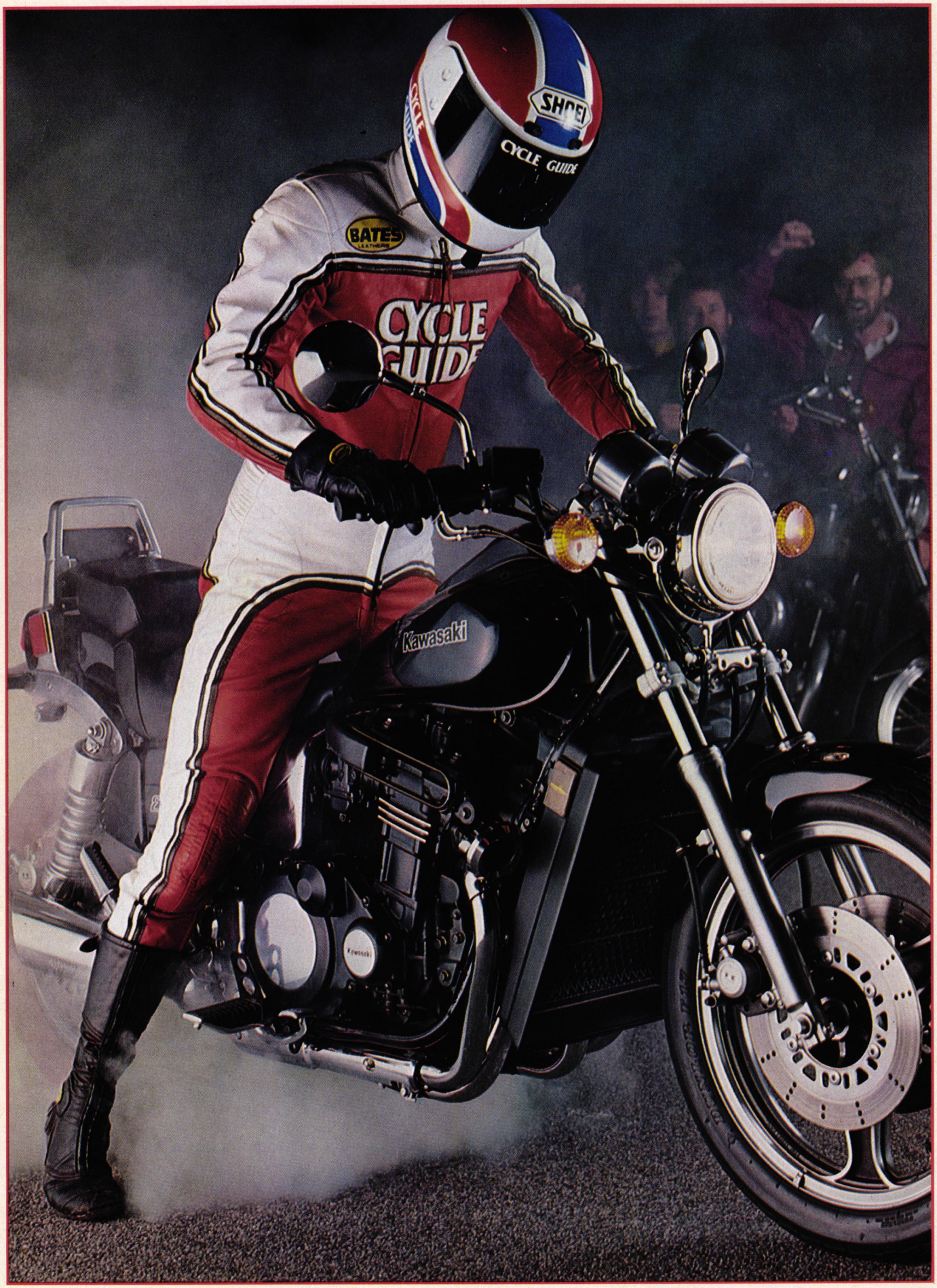
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CYCLE GUIDE
BATES
LEATHERS
CYCLE GUIDE
Kawasaki

Still, the Eliminator's dragstrip performance is nothing to be sneered at; the bike's time puts it head-to-head with its existing competition, namely Honda's V65 Magna and Suzuki's GV1200 Madura. Besides, building a quarter-mile king wasn't Kawasaki's goal; providing usable power over a broad spread was. And at that the bike succeeds magnificently. The engine has an incredibly wide powerband and is wonderfully docile, making urban trolling an embarrassingly easy task. Letter-perfect carburetion assists, too; you can ride all over town in sixth gear at absurdly low rpm, and, should the spirit move you, just snap the throttle open. The Eliminator simply moves out instantly, with no complaints.

Such performance might seem uncharacteristic coming from an engine that looks like a dead ringer for Kawasaki's cammy 900 Ninja motor. And, in truth, the Eliminator's powerplant is very similar to the Ninja's. Both bikes are powered by 908.2cc liquid-cooled transverse fours with double overhead cams, four valves per cylinder, wet liners and six-speed gearboxes. But Kawasaki resorted to some simple tuning tricks to give the Eliminator's engine a more street-wise personality. To start with, the Eliminator has 2mm-smaller versions of the Ninja's 34mm semi-flat-slide Keihin carburetors, along with shorter duration camshafts that provide 1mm less valve lift, and longer head pipes than the Ninja's. Kawasaki intended for those changes to concentrate the power in the low end and midrange, and that's precisely the case with the Eliminator.

Far more than tuning distinguishes the Eliminator's engine from the Ninja's, though. A shaft final drive, for example—an upgraded version of that used on Kawasaki's LTD1100—takes the place of the Ninja's chain drive; the Eliminator also has a fractionally lower (higher numerically) final ratio. Plus, Kawasaki equipped the Eliminator's clutch with one more set of plates than the Ninja's, a diaphragm spring system to ease shock loads and a modification to prevent rear-wheel chatter during downshifts. The system accomplishes the same function Honda's one-way Sprague clutch performs, permitting the clutch to slip during a hard downshift, to prevent the rear tire from breaking traction. And in practice, the Kawasaki's clutch does its job well; only the most brutal downshift will chirp the bike's back tire.

Kawasaki made other modifications to the Ninja-based motor, eliminating the gear-driven counterbalancer found in the sportbike's engine, and its oil cooler, as well. The Eliminator's engine is rubber mounted and feels considerably smoother than the Ninja's solidly mounted motor; only a trace of vibration seeps through the grips and pegs, up to about 5000 rpm. And, to compensate for the loss of the oil cooler, the Eliminator has a radiator that offers 20 percent more cooling capacity than the Ninja's. There's no temperature gauge, though, only a warning light.

The Eliminator did inherit the Ninja's powerful, progressive triple-disc-brake setup, but the similarities between the two stablemates end right there. The Eliminator's frame, for example, is a conventional mild-steel double-downtube design, completely unlike the Ninja's composite aluminum-and-steel frame, and Kawasaki says the Eliminator's

A motor with midrange you can love

And engine guards you can hate.

Continued

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frame is—in part, anyway—a styling concession. Cruiser buyers want double-downtubes, so that is what the Eliminator has. Yet Kawasaki attended to function, too. The swingarm pivot is supported by two forged-steel plates braced by three large-diameter crosstubes, which makes for an extemely rigid structure.

Cruiserphiles also want a long, low machine, and Kawasaki provided that, as well. The Eliminator's wheelbase stretches out to a Harleyesque 63.2 inches, and its seat is a mere 30 inches off the deck, more than 1 inch lower than the 1200 Madura's and almost 2 inches lower than a V65 Magna's saddle. And cruiser considerations also played a part in determining the Eliminator's suspension setup. Boulevardiers prefer the appearance of a twin-shock rear suspension and a no-frills front fork, and that's how the Eliminator is outfitted. Single-shock rear ends and anti-dive units speak of sportbikes; Kawasaki wanted the Eliminator's language to be pure street talk.

No matter what language you speak, though, you'll understand the Eliminator's twin-shock rear suspension leaves something to be desired. Both ends of the bike offer air-adjustment, and at Kawasaki's recommended settings of zero air pressure (front and rear) and No. 1 (the softest of four) rebound damping for the shocks, the Eliminator's ride is mushy and the bike bottoms over large bumps. We preferred 5 psi in the fork, 9 psi in the shocks (36 psi is the suggested maximum for the fork, and 28 psi for the shocks) and No. 4 rebound damping. At those settings, the bike's ride is firm yet compliant, and works exceptionally well over small, abrupt paving irregularities. Still, when the road gets rough, the Eliminator responds in kind. Square-edge bumps pound on the rider's backside, and the rear end feels harsh over freeway paving slabs.

Some of the sting could be taken out of the rear suspension's action by stuffing more padding into the saddle. Kawasaki says the Eliminator was styled according to American tastes; you'll want the name of the person responsible for the saddle, because he has a warped view of American backsides. The Eliminator's seat feels board hard in short order. You'll want the names of the people who came up with the tiny fuel tank and the guards for the engine and footpegs, too. The 2.9-gallon tank limits the Eliminator's range to barely 80 miles before going on reserve, and the padded-steel guards around the

Torque vs. Horsepower

You can't have one without the other.

• Most riders think they have a pretty good handle on horsepower and what it means; at least, they understand the numbers. Torque, on the other hand, can stump some people. And understanding the differences between the two leaves most riders flummoxed.

They're not alone, though, because few riders *really* understand the two basics of power: torque and horsepower. For example, torque is not something produced only by big-inch four-stroke singles. Torque is something *every* motor produces. In the simplest terms, work is the transfer of energy between two objects. In the case of torque, that energy tries to rotate an object. Inside an engine, the force is the nearly instantaneous burning of fuel in the cylinder, and the object being rotated is the crankshaft. So, every time the piston moves, it's producing torque.

As a measure of work, torque isn't directly related to engine speed, so the only way to increase torque is to burn more fuel during each firing stroke. By carefully tuning the intake and exhaust systems, designers can alter the engine speed at which the most efficient cylinder filling—and thus, the torque peak—occurs. If that peak occurs at low rpm, the motor is described as being torquey or having massive low-end punch.

While the torque an engine produces depends primarily on cylinder filling, horsepower introduces another element: time. Horsepower is a measure of the amount of work done—torque—in a given period of time. For example, if an engine's torque output remains constant as rpm increases, horsepower also increases because the engine is doing the same amount of work in a shorter period of time. In reality, though, horsepower increases at a greater rate than torque. Even beyond the torque peak, the continued rise in engine speed alone is sufficient to push the horsepower curve higher. And the horsepower curve finally peaks at a point where any further increase in engine speed is offset by reduced cylinder-filling efficiency.

Because cylinder filling is so important to both torque and horsepower, it's obvious that engine tuning determines whether a certain design has a bias toward one or the other. In the case of Kawasaki's Eliminator, the most efficient cylinder filling is tuned to occur at relatively low engine speeds, with a torque plateau—rather than a peak—between 5000 and 8000 rpm. By comparison, the Ninja motor's longer-duration cam timing and different exhaust system produce cylinder filling efficiency that increases dramatically with engine speed. That tuning results in a more pronounced peak to the Ninja's torque curve. And, because its torque peak occurs at a higher rpm than it does on the Eliminator, the Ninja motor also produces considerably more horsepower.

In fact, most riders would describe the Eliminator as having a knockout low-end punch and hell-for-strong midrange. The Ninja, in contrast, has a relatively peaky powerband, with most of its power concentrated at high rpm. But the major difference between the two powerbands is even simpler than that—it's just a matter of time.

—David Dewhurst

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs.	Stopping Distance From 60 mph,ft.
Kawasaki Eliminator-'85	11.405/117.49	134	569	131
Honda V65 Magna-'85	11.440/118.42	142	566	133
Suzuki GV1200GL Madura-'85	11.364/117.18	140	576	131
Kawasaki 900 Ninja-'84	11.181/123.62	146	523	126
Suzuki GS1150ES-'84	11.268/122.44	148	542	122
Harley-Davidson FXRS-'84	13.917/94.57	112	575	140

Continued

cylinder head and the plastic shields on the inside of the footpegs spread your legs uncomfortably and constantly jab at your feet and knees.

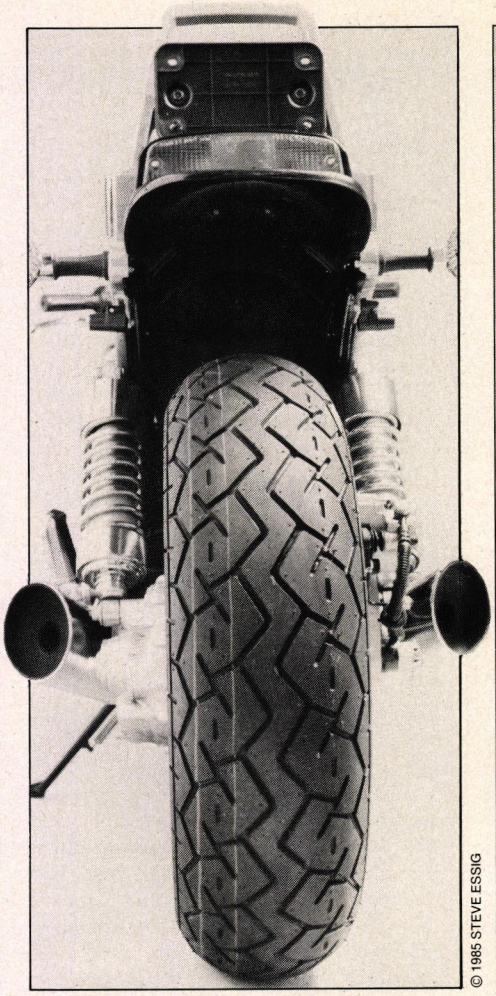
Fortunately, removing the guards is a five-minute task. And once they're gone, you can better appreciate the Eliminator's riding position. The flat handlebar pulls you into a moderate crouch, the low, slightly forward-mounted footpegs offer plenty of legroom and the saddle's broad, flat surface lets you move around easily, resulting in the best ergonomics of any of the current crop of boulevard bikes. Overall, the bike's riding position feels natural and comfortable for inner-city riding and doesn't concentrate the rider's weight right on his spine the way some cruisers do.

And the inner city *is* the Eliminator's rightful stomping grounds. At low speeds, the bike steers with an ease and lightness that almost makes you forget its 569-pound weight and long wheelbase. Plus, the engine's tractability and lack of driveline lash make boulevard riding a no-sweat proposition. What's more, the Eliminator's street-tough act doesn't take a powder at the edge of town. The bike acquits itself nicely on the backroads and will accommodate frisky riding—up to a point. Push the Eliminator hard, though, and the bike shows its displeasure. The skinny 100/90-18 front tire doesn't grip well in fast turns, there's not much cornering clearance and the rear shocks don't have enough rebound damping to cope with such antics. Still, the Eliminator's backroad manners put it head and shoulders above Suzuki's 1200 Madura, and wheel-to-wheel with Honda's V65 Magna.

But anyone who judges this motorcycle solely on its backroad performance is way off base. Kawasaki built the Eliminator to do stoplight-to-stoplight battle in the urban jungle, to satisfy the hunger for acceleration that lies deep in the heart of almost every rider. And at that the bike is a roaring success. The motor packs a haymaker wallop and has such fine midrange that you'll want to *wallow* in it.

No, the Eliminator is not the quickest of the performance cruisers—Yamaha's V-MAX probably will take that title—and yes, the bike needs better rear suspension. Yet the Eliminator offers something else, something that can't be measured with any device, no matter how sensitive. This motorcycle has an undeniably strong mechanical presence. You can feel it anytime you blip the throttle, as the bike shudders momentarily, and you can hear it in the exhaust's rich, booming baritone roar. Up until now, that kind of mechanical presence has been associated most closely with a particular American motorcycle, one designed by Americans for the rigors of Yankee riding.

But that shouldn't come as any real suprise, because the Eliminator has the same birthright. It was *born* in the U.S.A. •



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Tire dominates Eliminator's rear view

A sight other riders will get used to.

Nits:

- Warning lights are difficult to see in direct sun.
- Fuel petcock is difficult to reach.
- Fork tubes not interconnected for air adjustment.
- No centerstand.
- Rear fender's shape doesn't keep water spray off the back of the saddle.
- Tachometer's red backlighting makes it almost impossible to distinguish redline at night.

Picks:

- Flip-up seat.
- Four-way flashers.
- Radiator reservoir easy to fill.
- Security chain and lock provided.

Ride Review

• Sure, Kawasaki's Eliminator might not *look* like a sportbike, but under its tiny teardrop tank lies one of the best sporting engines around. Don't be fooled by Kawasaki's simple tuning tactics. This isn't just a 900 Ninja motor with its top-end surge hacked off to help fit the Eliminator into its performance cruiser role. No sir, this engine has incredible knuckle-whitening, right-now midrange and impressive top-end power, too. As a result, the Eliminator's engine is an absolute delight to use—on a twisty road or on a boulevard.

And it's that style of power I'd prefer to have in the Ninja. High-revving, top-heavy powerbands are enticing on the showroom floor or on the racetrack, but for real-world use, the Eliminator's engine is far more agreeable. The 900 Ninja should have it so good.

—Marc Cook

• I've got one problem with Kawasaki's Eliminator—no, it has nothing to do with the bike as a package. Overall, the Ninja's cruisin' cousin is a competent motorcycle, made all the more appealing by having one of the best motors ever built. What bothers me is Kawasaki's claim that the Eliminator is the harbinger of a new era in street cruisers, which implied to me that the bike would make a clean break from the Harleyesque styling that has dominated the cruiser scene. That would have been a welcome change, as far as I'm concerned.

But one look at the Eliminator shoots that new-era theory all to hell, because all I can see is an H-D XLS Roadster with a Ninja motor shoehorned in. It seems that Kawasaki just used a different Harley as a role model, and I'm left with the question, "What's new?"

—Jim Miller

• Last year some riders were disappointed with the 900 Ninja because it wasn't the quickest quarter-mile machine on the face of the planet. Not me, though. I dismissed its "disappointing" 11.181-second E.T. as just a sideshow; the main event was in how well the Ninja unraveled crooked roads.

And it looks like the Eliminator might fall into the same disfavor with the quarter-mile crowd because it, too, doesn't make the cut as the world's quickest streetbike. Again, I say it's no big deal. Because thanks to an engine that generates glorious power all the way to redline, the Eliminator provides all the vicarious thrills any dragracer experiences. Unlike the typical dragrace, though, the Eliminator's ride lasts longer than a quarter-mile. A lot longer.

—Dain Gingerelli

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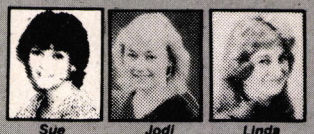

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CYCLE GUIDE SPECIFICATIONS

Kawasaki Eliminator — street

IMPORTER: Kawasaki Motors Corp., 2009 East Edinger Ave., Santa Ana, California 92711

SUGGESTED RETAIL PRICE: $4499

ENGINE

Type . . . . . liquid-cooled four-stroke transverse vertical four
Valve arrangement . . . . . double overhead camshafts, four valves per cylinder
Bore and stroke . . . . . 72.5mm x 55.0mm
Displacement 908.2cc
Compression ratio 11.0:1
Engine redline . . . . . 10,500 rpm
Carburetion . . . . . four 32mm Keihin semi-flat-slide constant-vacuum
Air filter . . . . . dual-stage washable oiled foam element
Lubrication . . . . . wet sump
Starting system . . . . . electric only
Ignition . . . . . transistorized breakerless
Charging system . . . . . 12-volt; 350-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

DRIVETRAIN

Primary drive . . . . . straight-cut gears; 1.732:1 ratio
Clutch . . . . . wet, multi-plate
Transmission-to-driveshaft drive . . . . . spiral-bevel gears; 0.842:1 ratio
Driveshaft-to-rear-wheel drive . . . . . spiral-bevel gears; 3.556:1 ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.800	14.520	5.07
II	2.000	10.372	7.10
III	1.591	8.251	8.92
IV	1.333	6.913	10.65
V	1.154	5.984	12.30
VI	1.036	5.373	13.70

SUSPENSION/WHEEL TRAVEL

Front . . . . . Showa air-spring, 38mm stanchion tube diameter/ 5.7 in. (146mm)
Rear . . . . . dual Showa air-spring shocks, 4-position adjustable rebound damping/ 4.1 in. (104mm)

BRAKES

Front . . . . . dual single-action hydraulic calipers, 10.9-in. (276mm) effective disc diameter
Rear . . . . . single-action hydraulic caliper, 10.6-in. (268mm) effective disc diameter

TIRES

Front . . . . . 100/90-18 56H Dunlop F17 tubeless
Rear . . . . . 160/80-15 74H Dunlop K425 tubeless

DIMENSIONS AND CAPACITIES

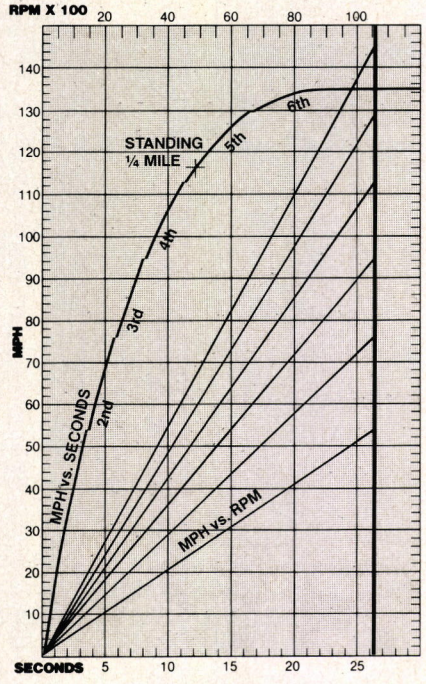
Weight . . . . . 569 lbs. (257.6kg)
Weight distribution . . . . . 46.2% front, 53.8% rear
Gross vehicle weight rating (GVWR) . . . . . 923 lbs. (419kg)
Load capacity (with full fuel tank) . . . . . 336 lbs. (153kg)
Wheelbase . . . . . 63.2 in. (1606mm)
Seat height . . . . . 30.0 in. (761mm)
Handlebar width . . . . . 28.0 in. (710mm)
Footpeg height . . . . . 11.9 in. (301mm)
Ground clearance . . . . . 6.3 in. (159mm), at header pipes
Steering head angle . . . . . 29.0 degrees from vertical
Front wheel trail . . . . . 4.02 in. (102mm)
Frame . . . . . tubular mild steel, double front downtubes
Oil capacity . . . . . 3.9 qt. (3.7*l*)
Fuel tank . . . . . steel, 2.9 gal. (11.0*l*), including 0.8 gal. (3.0*l*) reserve
Instrumentation . . . . . speedometer, odometer, tripmeter resettable to zero, tachometer, coolant temperature warning light

PERFORMANCE

Fuel consumption range . . . . . 22 to 41 mpg (9 to 17 km/*l*)
Average fuel consumption . . . . . 34 mpg (14 km/*l*)
Cruising range, maximum . . . . . 64 to 119 miles (103 to 192km)
Cruising range, reserve only . . . . . 18 to 33 miles (29 to 53km)
Speedometer error, 30 mph indicated . . . . . 29 mph actual
Speedometer error, 55 mph indicated . . . . . 51 mph actual
Best 1/4-mile acceleration . . . . . 11.405 sec., 117.49 mph (189 km/h)
Top speed (observed) . . . . . 134 mph (216 km/h)
Stopping distance from 30 mph . . . . . 34 ft. (10.4m)
Stopping distance from 60 mph . . . . . 131 ft. (39.9m)

WARRANTY: 12 months, unlimited mileage

AVAILABLE COLORS: Luminous Red or Ebony



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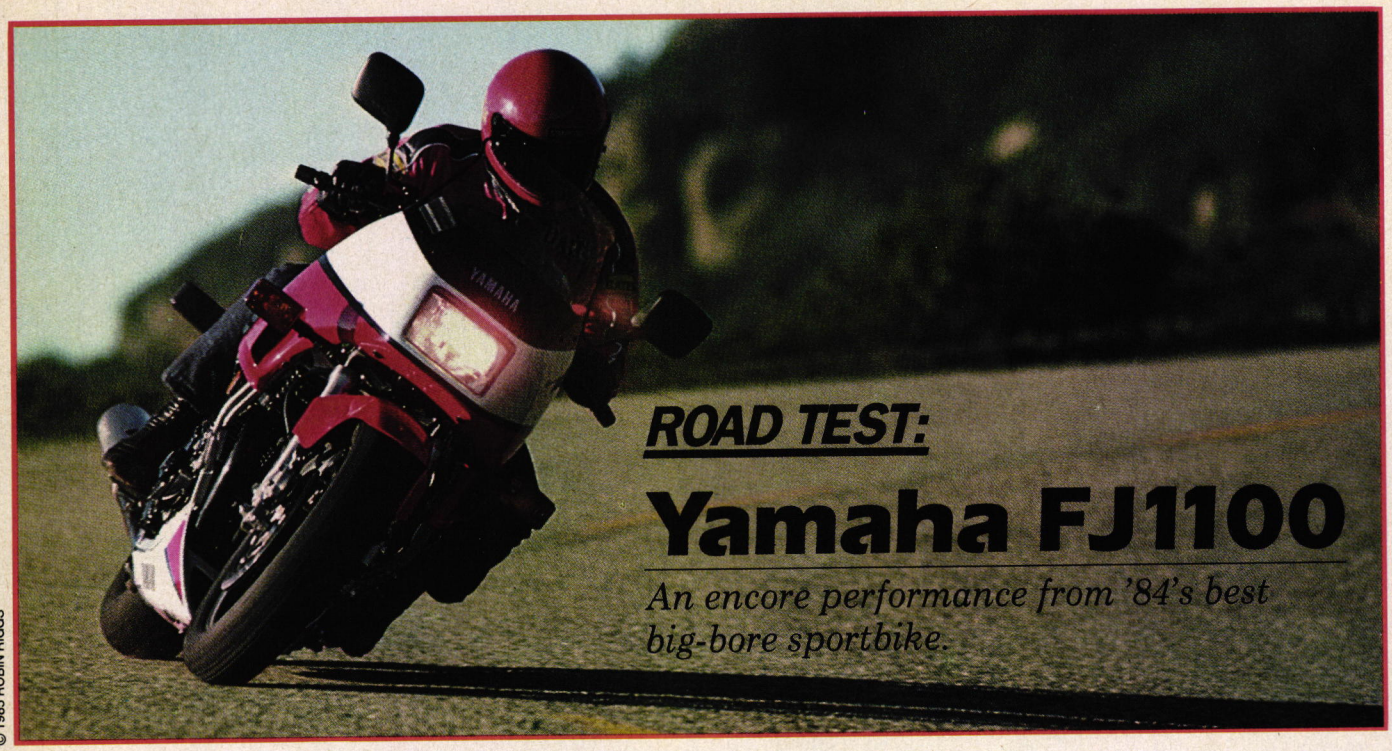

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ROAD TEST:

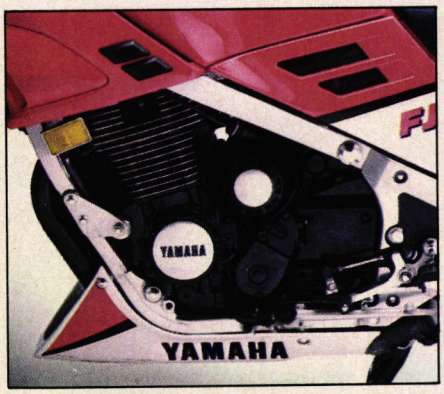
Yamaha FJ1100

An encore performance from '84's best big-bore sportbike.

• When something is right the first time, it doesn't need fixing. And Yamaha's first attempt at a liter-class sportbike, the FJ1100, possessed the unmistakable air of being *right*. Not only was the FJ incredibly fast, but it set new class standards of competence and comfort, too. And Yamaha apparently knew to leave well enough alone, because only a few changes lurk beneath the bike's new red-and-white paint scheme.

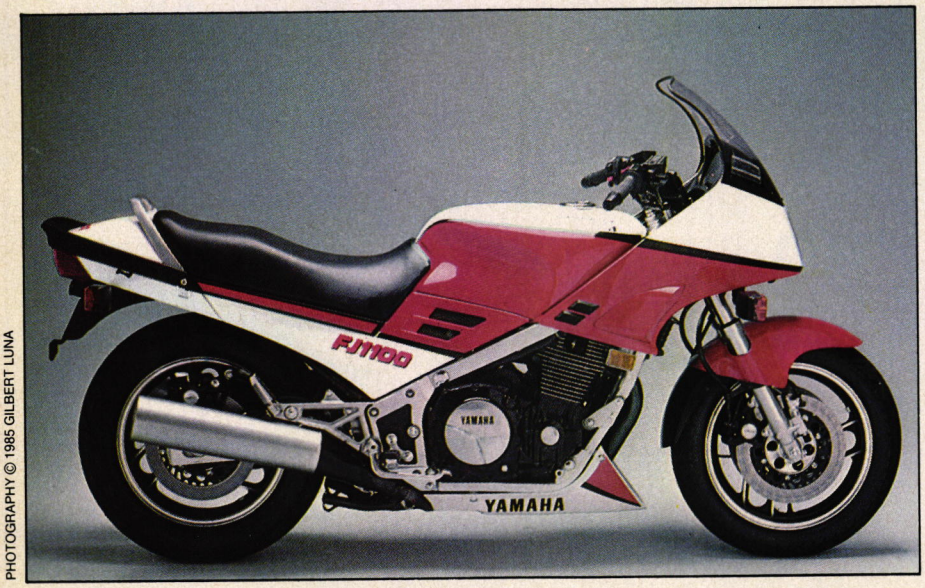
Most of those changes lie within the FJ's air-cooled 1097.6cc 16-valve engine. For instance, Yamaha increased the piston-pin offset by 0.5mm to reduce noise, revised the shift drum to improve shifting, and reduced the freeplay between the clutch's slave cylinder and pushrod to offer more precise actuation. Yamaha also fitted the 36mm Mikuni carburetors with different slides in order to improve cold starting and throttle response. Contrary to that intention, though, our FJ actually was *more* cold-blooded and especially sensitive to choke position during warmup.

Once warmed, however, the motor runs cleanly, although throttle response below 3000 rpm feels somewhat soft. Rev the engine past 3000 rpm, though, and the FJ produces potent midrange power. Above 6000 rpm, the Yamaha fairly tears toward redline, producing fierce acceleration that seems to shorten even the longest straightaway. And one straight the FJ apparently shortens is the quarter-mile: An 11.002-second/123.28-mph run attests to that and places the 1100 as the second-quickest production motorcycle around—a mere 0.010-second behind the 1984 FJ1100, currently the quickest. What's more, such performance doesn't point to an engine that's high-strung or snappish. The FJ is tractable and easy to ride around town, making the bike a superbly versatile mount.



The FJ's motor is virtually unchanged from '84

It's good to be king.



PHOTOGRAPHY © 1985 GILBERT LUNA

New paint can't hide the FJ1100's dual personality

With the FJ, sporting competence and touring comfort aren't mutually exclusive.

In addition, the FJ's multi-adjustable suspension components easily match the engine's versatility. The fork and shock allow changes in spring preload and rebound damping rates, and Yamaha's system synchronizes the adjusters so that when preload is altered, damping rates vary accordingly—although the rates also can be changed independently. The fork offers three positions for preload and rebound damping, and the shock has five preload and damping settings, with quarter-turn increments.

And with the suspension dialed to full-soft, the FJ has a pleasantly supple suspen-

sion action. Yamaha didn't change the spring or damping rates for 1985, and for good reason. The bike's ride is exceptional; expansion joints and small, abrupt road irregularities go almost unnoticed.

Crank the adjusters up, though, and the FJ is ready for serious sporting use. With the fork set at No. 2 preload/No. 2 damping and with No. 4 preload/No. 5 damping selected on the shock, the ride is taut and well controlled for a 180-pound rider. In addition, those settings give the bike the stability and ground clearance needed to work the tires almost to their edges. The FJ steers accurately and lightly, too, and once set in a corner, it adheres tenaciously to its line. If you come into a corner too hot, though, making that line might not be so easy: The FJ resists combined braking and turning maneuvers, and the triple disc brakes offer little feel. The brakes do have respectable power, though, enough to overcome the FJ's revised anti-dive system. Yamaha reduced the amount of brake-line pressure necessary to actuate the anti-dive system, but the bike still dives noticeably, even under moderate braking.

YAMAHA FJ1100

Importer: Yamaha Motor Corp. U.S.A.
6555 Katella Ave.
Cypress, California 90630

Category	street
Suggested retail price	$4999
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts, four valves per cylinder
Bore and stroke	74.0mm x 63.8mm
Displacement	1097.6cc
Compression ratio	9.5:1
Carburetion	four 36mm Mikuni constant-vacuum
Gearbox	5-speed
Front fork/wheel travel	Kayaba 41mm stanchion tube diameter, 3-position adjustable rebound damping, 3-position adjustable spring preload, brake-actuated hydraulic anti-dive/5.3 in. (134mm)
Rear shock/wheel travel	single Yamaha shock, 17-position adjustable rebound damping, 14mm spring preload range/ 4.8 in. (123mm)
Wheelbase	58.3 to 59.4 in. (1480 to 1508mm)
Seat height	30.5 in. (774mm)
Weight	543 lbs. (246.3kg)
Steering head angle	27.5 degrees from vertical
Front wheel trail	4.41 in. (112mm)
Best ¼-mile acceleration	11.002 sec., 123.28 mph (198 km/h)
Top speed (observed)	145 mph (233 km/h)
Stopping distance from 60 mph	138 ft. (42.1m)
Fuel consumption	30 to 47 mpg (13 to 20 km/l)
Warranty	12 months, unlimited mileage
Available color	red-and-white only

Criticism of the anti-dive's performance almost amounts to nit-picking, though. For the most part, Yamaha did the smart thing and left the bike alone. As a result, the FJ1100 retains its wonderful overall balance, with a remarkably fast and docile engine and a competent, versatile chassis. And whether it's running at wild-eyed speeds on twisty roads, or draining the 6-gallon tank dry on the Superslab, the FJ1100 assures you that it was—and still is—*right*.

—*Marc Cook*

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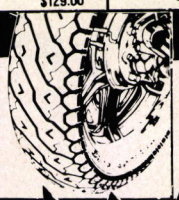

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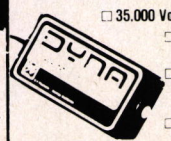

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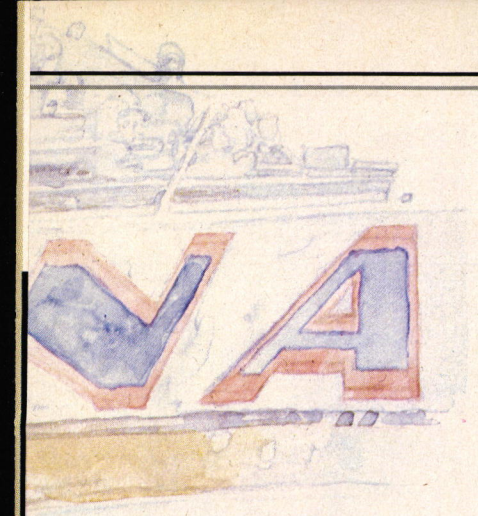

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OFF-ROAD

Monthly Proof that Man Does Not Live by Tarmac Alone

Privateer Power

• It looks like the heyday of the megabuck, hand-built, one-off factory specials soon will be over. Because for 1986, a rule change will ban the expensive factory fliers from AMA professional motocross competition.

Such machines have dominated class championships in American motocross for years. So when the AMA Congress met last year, it was decided that, in the interest of the sport, all competitors—privateers and factory riders alike—should have the same type of equipment, and the modified-production rule was born. As a result, all bikes that roll to the start line for an AMA motocross National or Supercross event in 1986 will be based on stock production machinery. In short, the rules require stock crankcases, cylinders, cylinder heads, gas tanks, frames and swingarms. In addition, there will be new weight limits for each class: 194 pounds for 125cc bikes, 216 pounds for 250s and 224 pounds for Open-class bikes.

Many factories might see the AMA's rule change as an opportunity to withdraw direct team support from motocross, and as a way to trim back on the increasingly high expense of racing. As a result, professional motocross in America could take on an entirely new complexion, where the factories would build and develop racebikes, and then sell them to riders who would have their own sponsors. —*Dain Gingerelli*

Kawasaki's Musical Chairs

• There was some jockeying for position going on last winter, but it was happening within the confines of Kawasaki's motocross teams, not on the track. After former Suzuki rider Mark Barnett signed with Kawasaki, the green team suddenly had *two* aces on its 125cc squad: defending class champion Jeff Ward and Barnett, who had dominated the class from 1980 through 1982. And that was just one rider too many as far as Kawasaki was concerned.

As it turned out, Ward shifted to the 250 class, in part because of Kawasaki teamster Billy Liles' newly found prowess on Open-class bikes. Apparently Liles, who rode in the 250 class last year, proved his mettle on Open-classers during winter testing of the 1985 team bikes in Japan. As Kawasaki press relations manager Mel Moore explained, "We put Liles on a 500, and found out that he hauls on an Open-class bike. He's faster than Goat (Breker), faster than Jeff (Ward), faster than anybody."

Consequently, Kawasaki has decided to see just how fast Liles can be in competition on a 500, and will team him with Breker in the Open class. Ward assumes 250 class duties, and "Bomber" Barnett will try and keep the 125cc class trophy on the shelf for Kawasaki for one more year. —*Dain Gingerelli*

Bad Luck at Long Jump

• At every American Supercross race last year, the Coca-Cola Bottling Co. paid $500 to the rider who jumped the farthest off the Diet Coke Long Jump. Unfortunately, earning that distinction seemed to bring with it bad luck, because the Long Jump winner at each race failed to win the Main on the same evening. For example, 1984 Miller High Life Supercross Champion Johnny O'Mara never won a $500 bonus from Coke, but led the series with five wins. On the other hand, Jim Holley won four Long Jumps, tops in that category. But Holley failed to win a single Supercross. —*Dain Gingerelli*

PRODUCT EVALUATION:

Answer Racing Pants

Fancy pants for the modern motorcrosser.

© 1985 GILBERT LUNA

• A lot of dirt has passed under the knobs since the days of Joel Robert, CZs and thickly padded leather pants. Motocross has changed radically in every respect, and so has the riding gear. And Answer Product's Racing Pants are a good example of how far motocross gear has come since the days of 5-inch-travel suspensions.

For example, Answer's pants are made of 400-denier nylon

and fully lined with nylon tricot. Plus, Spandex panels run the length of each leg to give the pants a snug fit without constricting leg movement. Answer didn't completely forsake leather in building these pants, though; suede patches, double-stitched to the inside of each knee, combat wear from abrasion against the motorcycle—or the track. Moreover, wear and tear on *your* knees is minimized by a set of hinged, two-piece plastic knee/shin guards.

Of course, nylon can't match leather's overall protection, and the synthetic is more puncture-prone, an important factor if you're in the habit of checking out the track at ground level. But the Answer Racing Pants still have good abrasion resistance, meaning you can slide quite some distance with little loss of skin.

Next to protection, though, comfort is the most important consideration for modern motocross gear. And in that regard, Answer's design consultants, Johnny O'Mara and Bob Hannah, earned their pay, because the Racing Pants simply *work*. The knee/shin guards don't inhibit leg movement, and the lower shin section fits easily into boots. Also, the removable hip pads fit well and don't move around in mid-moto.

And both the level of comfort *and* the protection offered by Answer's Racing Pants make them a good choice for motocross wear. Certainly they're far more desirable than their padded-leather predecessors. Unless, of course, you still ride a CZ, and *want* to look like Joel Robert. —*T.J. Rafferty*

Answer Racing Pants

Manufacturer: Answer Products Inc., Dept. CG, 27967 Beale Court, Valencia, California 91355
Suggested retail price: $99.95
Sizes: 26-38
Available colors: white/red, white/blue and Honda, Yamaha, Kawasaki and Suzuki team colors.

M-Star's Bright New Lineup

• When the German government stepped in two years ago and saved Maico, a motocross institution got saved in the process. Three of the five Maisch brothers reorganized the company, built new racebikes and—because of a squabble with the remaining two brothers—marketed the line under the M-Star name in the U.S.A. Those bikes came close to supplanting Japanese machinery as the hot-ticket in motocross.

And for '85, M-Star is making another bid to challenge Japanese supremacy. The GM250, for example, has revised porting to increase low-end and midrange power, and the GM500—air-cooled last year—now gets liquid-cooling to help it keep up with the Oriental Open-class competition. In addition, the bikes have a redesigned frame that's claimed to be lighter and lower for '85, new Twin Link II rear suspension with a fully adjustable Ohlins shock, a disc front brake, a fork with Teflon bushings for smoother action and a larger-diameter front axle for more front-end rigidity. In short, almost everything a motocrosser could have asked for has been changed for '85, and then some.

Something else that might change is M-Star's position in motocross. The '84 M-Stars were good enough to threaten the Japanese dominance in American motocross. The '85 M-Stars just might overcome it—and keep a motocross institution alive. —*Joe Kress*

PHOTOGRAPHY © 1985 JOE KRESS

TRAIL TEST:

Yamaha BW200

A New Math approach to trail riding fun.

BY JOE KRESS

• Most manufacturers seem to think that the key to success in the ATV market lies with simple addition, as in adding a fourth wheel to the basic tri-wheel formula. Yamaha isn't immune to that line of thought, but the company obviously believes in the merits of subtraction, too, and has gone in the other direction and taken one wheel *off*. The result of that surgery is the BW200, a bona fide ATV that behaves like a motorcycle.

Strange as the BW200 looks, it *is* a motorcycle, and anyone who's ever ridden a bike before will feel right at home on the Yamaha. And someone who's never ridden a dirtbike will be off and roosting on this one in no time; the Yamaha's friendly personality, big tires and low seat height inspire that kind of confidence. The BW's motor is a contributing factor there, too; the 196cc overhead-cam single produces thoroughly predictable power, with no surges anywhere in the rpm range.

That easy-to-use power has to take a slight detour on its way back to the ATV-style low-pressure rear tire, though. The BW's narrow engine and fat rear tire make a conventional chain-drive

Continued

setup impractical; such an arrangement would have required the rear sprocket to be in the middle of the tire. As a result, Yamaha added a short idler shaft that runs through the left side of the BW's swingarm. Power transfers via a short chain from the countershaft to the idler shaft, and then to the rear wheel by means of another chain. It's a complex system, but it works.

What's more, the system allows the BW to fulfill its mission: to offer a high-grin quotient for any dirt rider, regardless of experience level. And at that the Yamaha succeeds. The bike's stump-pulling gearing combines with the engine's torquey nature to make an almost perfect platform for an afternoon's ride through the tules. Plus, the traction and stability provided by the BW, along with its low seat height, help even the most casual dirt riders get in and out of areas they otherwise wouldn't dream of trying. Heart-stopping climbs, steep descents, streams, sandwashes—on the BW, a tyro can handle them all.

The BW takes such things in stride, thanks in part to its soft suspension and those big, low-pressure tires that take the jolt out of most obstacles on the trail. And what the Yamaha can't ride through smoothly, it'll ride *over;* there isn't much on the trail that can stop a BW. In fact, the only hard stuff for this bike *is* the hard stuff. On hard-packed trails or fireroads, the tires let the front end hunt around, and make the steering slow and heavy. Those ATV-style balloons also make the BW a handful at speed, because the cushy springing they provide is effectively undamped. Wick the BW up past its low-speed ceiling, and it protests by bounding back and forth over rough terrain.

This isn't some deadly serious woods weapon, though. Yamaha's BW200 is a playbike, pure and simple, a legitimate motorcycle designed for low-key, low-pressure trail-riding. But it's also a fresh, welcome approach to ATVs, and a guaranteed formula for fun on two wheels.

YAMAHA BW200

Importer: Yamaha Motor Corp. U.S.A.
6555 Katella Ave.
Cypress, California 90630

Category	trail
Suggested retail price	$1299
Engine type	four-stroke vertical single
Valve arrangement	single overhead camshaft
Bore and stroke	67.0mm x 55.7mm
Displacement	196.4cc
Compression ratio	9.5:1
Carburetion	one 24mm Teikei Kikaki slide/needle
Gearbox	5-speed
Front fork/wheel travel	Kayaba, 33mm stanchion tube diameter/6.3 in. (159mm)
Rear shocks/wheel travel	dual Kayaba shocks, 5-position adjustable spring preload/6.6 in. (168mm)
Wheelbase	54.3 to 55.3 in. (1379 to 1405mm)
Seat height	31.2 in. (793mm)
Weight	249 lbs. (112.9kg)
Steering head angle	27.3 degrees from vertical
Front wheel trail	3.46 in. (88mm)
Top speed (observed)	62 mph (100 km/h)
Warranty	90 days
Available color	white only

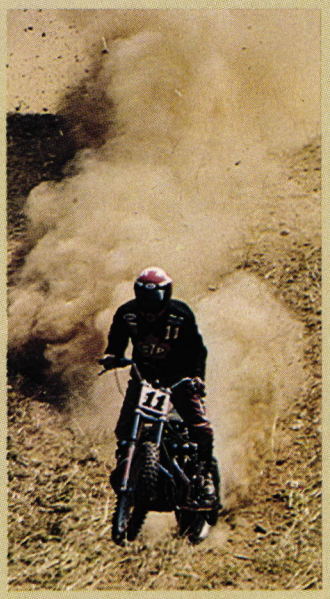
SPECIALTY FILE:

For hillclimbing, say "Benelli Sei."

An Italian translation of King of the Hill.

• Hillclimbers aren't like the average motorcyclist. Hillclimbers, for example, accelerate across the length of two football fields in less than eight seconds, and just to make things interesting, the only level portion of the 600-foot blast is the 10 feet at the very start. After that, the ground tilts skyward, and they scratch and claw their way up a 75 degree embankment.

Professional hillclimbers perform that feat twice at every race. It's an act of violence the likes of which you won't see in most other forms of motorcycling. Five-time hillclimbing world champion John Williams of Canada describes it this way: "When you dump the clutch, it's like being shot from a cannon.



PHOTOGRAPHY © 1985 RICH CHENET

There's no other sensation quite like it."

No doubt. What's more, Williams has been experiencing that unique sensation for 25 years, and he's climbed with many brands of bikes, including Indian, Harley-Davidson, Triumph, BSA and Honda, marques familiar to the hillclimb crowd. Williams, then, isn't your average hillclimber. And his most recent mount certainly isn't average either. It employs a Benelli Sei, a 750cc six-cylinder single-overhead-camshaft engine of Italian origin, for power. As Williams explained, "I wanted to ride something totally different from what the other racers had."

Certainly, the Benelli is unusual. But the frame Williams built for it is conventional by hillclimbing standards. The hand-crafted chromoly frame cradles the engine as far forward as possible, and has a long

twin-shock swingarm that helps stretch the wheelbase to 80 inches. From tip to tip, Williams' Benelli is 9 feet long.

Building the chassis was the easy part of prepping the Benelli for hillclimbing, though; finding high-performance parts for the Italian-built engine was the big hurdle. To that end, Williams enlisted engine expert Nick Kemp, who equipped the Benelli with Hilborn fuel injection and adapted a Formula 1 racecar's Vertex magneto to the ignition system. Kemp's most recent addition to the nitro-burning engine includes a half dozen specially-built high compression pistons—they provide an astronomical 14.5:1 compression ratio. As Williams explained, "We need high compression to help burn the nitro."

Nitro and high compression are guaranteed horsepower boosters. But Williams won't speculate on how much power the Benelli engine produces; his main concern is getting the power to the rear tire, which is wrapped in chain for traction up the near-vertical run. And with so much traction available to the rear tire, Williams said the clutch—in this case an Action Fours' unit—plays a crucial part at the start of each run. "You can melt the clutch if you try and ride slowly," he said. Once he begins his run, Williams holds the throttle wide open, letting the nitro-burning engine spin freely to its 15,000-rpm redline.

And according to Williams and other pro hillclimbers, the ride up is the fun part. Because they reach speeds in excess of 90 mph, any small bump or jump shoots the bike into the air. And if they crash? "It's like crashing into a wall," explained Williams. Remember, the ground is at a 75 degree angle to the tug of gravity. But for the most part, the 'climbers don't crash. They just point the bike, pull the trigger and hang on. "You can't steer the bike—you aim it," Williams said. "It's like a missile."

That's partly why hillclimbing is like no other spectacle in motorcycling. And this year Williams will aim his personal missle at the AMA 750cc class, targeting in on his sixth world championship. He just might make it, too. Because he's not like the others—and neither is his Benelli. *—Dain Gingerelli*

PHOTOGRAPHY © 1985 DAVID DEWHURST

TRACK TEST:

Husqvarna 500CR

A radical leap into the mainstream.

BY DAVID DEWHURST

• Take a look at Husqvarna's 1985 500CR and what do you see? The latest offering for MX warfare? Well, yes, but look closer; this is a radically new racebike for the Swedish firm. The liquid-cooled 500CR is the first Husky to use a single-shock suspension and disc front brake, and it has a frame with the quickest steering geometry of any Husky in history.

But look again and you'll see that most of the bike's features can be found on almost any current Open-classer. From the styling of its all-plastic body parts, to the twin radiators and box-section aluminum swingarm, the CR doesn't break any new ground, technologically, and instead represents Husqvarna's attempt to appeal to a mainstream audience.

Central to that mass-market appeal is the CR's new single-shock rear suspension, a major turnabout for Husqvarna. Husky's designers had long considered single-shock designs to be an unnecessary complication for a motocross bike, and—as proof—had honed their twin-shock setup to rising-rate perfection. But the CR's Honda-style aluminum-link system was developed as much to please showroom shoppers as it was to smooth the bike's ride on a rough track. And it achieves both aims with a strong and stylish aluminum swingarm—another first on Huskys—connected to a large Ohlins shock with a piggyback reservoir. External adjusters on the shock provide 10 settings for compression damping and 12 for rebound damping.

The broad range those settings offer allows the Husky's suspension to be tuned for a variety of riders. Even so, most riders will need the stiffer optional spring (5.9kg/mm, up from the stock 5.7kg/mm spring) to prevent bottoming and reduce squat under hard acceleration. Once adjusted correctly, though, the CR's rear end works as well as anything the Japanese currently offer, and provides an extremely plush ride. The same could almost be said for the Husky-built fork. Unchanged from last year, the fork performs well, aside from having slightly harsher action than some Japanese units.

The rest of the CR's chassis, however, is completely different from last year's, yet still owes a debt to past Husqvarnas. Husky designers borrowed heavily from their mid-1970s racebikes in designing a new frame for the single-shock suspension. Like those championship-winning bikes, the CR's frame has a single large backbone running from

Continued

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and obey the basic speed law. Slow down before you enter a turn. Give yourself plenty of room when passing cars. Don't make any unsafe modifications. If you're riding a new or unfamiliar machine, take it extra easy. And be nice enough to acknowledge when you are given the right-of-way. Pros know that doing the right things makes riding a lot safer. And more fun.

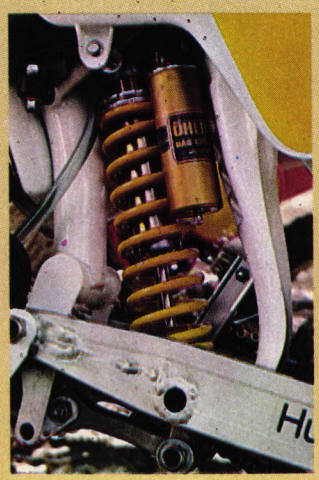
HUSQVARNA 500CR

Importer: Husqvarna Motor Corp.
4935 Mercury St.
San Diego, California 92111

Category	motocross
Suggested retail price	$3095
Engine type	liquid-cooled two-stroke vertical single
Port arrangement	one reed-valve-controlled intake, four main transfers, one booster transfer, one exhaust
Bore and stroke	86.0mm x 84.0mm
Displacement	487.9cc
Compression ratio (uncorrected)	11.3:1
Carburetion	one 40mm Mikuni slide/needle
Gearbox	4-speed
Front fork/wheel travel	Husqvarna air-spring, 40mm stanchion tube diameter/11.9 in. (301mm)
Rear shock/wheel travel	single Ohlins shock, 10-position adjustable compression damping, 12-position adjustable rebound damping, 20mm spring preload range/12.9 in. (327mm)
Wheelbase	58.5 to 59.6 in. (1487 to 1514mm)
Seat height	38.3 in. (973mm)
Weight	235 lbs. (106.6kg)
Steering head angle	27.0 degrees from vertical
Front wheel trail	4.72 in. (120mm)
Top speed (observed)	85 mph (137 km/h)
Warranty	30 days on engine and frame only
Available color	white only

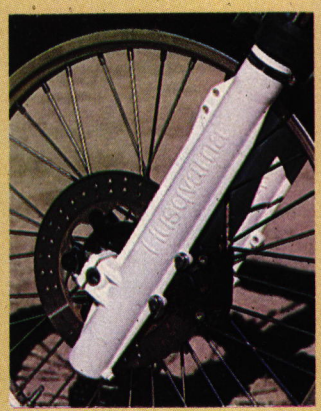
the steering head to the swingarm pivot. Welded to that tube, though, are two metal plates that support the swingarm, with no assistance from conventional tubing outboard of the swingarm pivot. The arrangement is compact and allows plenty of room for the massive airbox mounted on the bike's right side. The 500 Husky also has a bolt-on, square-tube subframe, like that on many Japanese motocross bikes, that supports the seat, muffler and fender. But the CR's subframe is a flimsy affair, and one vigorous fall bent the section, leaving the muffler rubbing the rear tire.

That bolt-on subframe might not be a welcome change for Husky, but the bike's newfound agility certainly is, courtesy of redesigned steering geometry. The engineers tucked the steering head angle in to 27 degrees, and then came up with new triple clamps that allowed the CR to retain last year's 4.7-inch trail figure. The 500CR's steering head angle is 1.5 degrees steeper than that of last year's CR and a full 3 degrees steeper than Huskys of old. It's also one of the steepest angles of anything in the Open class.



Not suprisingly, the new geometry produces the quickest-steering Husky ever to rail a berm. Without giving up Husqvarna's traditional straight-line stability, the 500CR corners as quickly and precisely as any Open-classer around. The Husky also will cut inside lines that many riders wouldn't otherwise think about taking.

Less appealing, though, is the CR's new liquid-cooled motor. Aside from the redesigned cylinder and a water pump from the 250CR, the engine is little different from last year's four-speed 500. The square intake port used on the '84 500CR is now more rounded, and the compression ratio is down slightly from 11.5:1 to 11.3:1. There's also a new exhaust system that, combined with the other changes, makes for surprisingly little low-end power for an Open-class machine. It takes an unusual amount of shifting and clutch-fanning to get the CR to explode out of corners, and that sort of treatment quickly causes the clutch to feel mushy. But as long as the Husky is kept in its strong mid- and high-rpm range, it'll smoke most of its competition.



Unfortunately, the motor's power is accompanied by enough vibration to make the 500CR downright tiresome in a long moto. In addition, the CR's rear brake is oversensitive and the new Brembo front disc brake has too little feel. Plus, shorter riders disliked the tall seat and high-mounted kickstarter.

Those are relatively minor annoyances, though, and can't take away from the fact that the radically changed 500CR is still a remarkably good motorcycle. Because with the CR, Husky has managed to build a modern, competitive Open-classer that retains the familiar Husqvarna feel. That's an accomplishment, and should garner the broad appeal Husky is seeking. What's important, however, is that you can *win* on the 500CR. All you need to do is take a dip into the mainstream of motocross. ●

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MU90H-16	$66.95		
MU90H-16RWL	$71.95		
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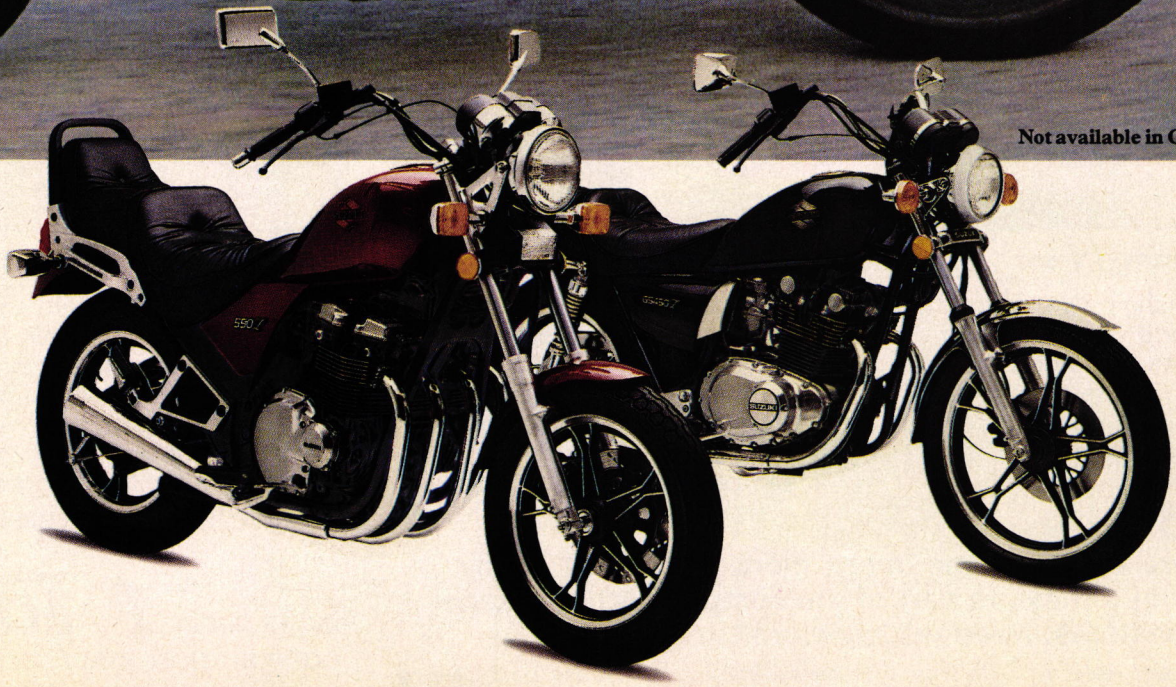

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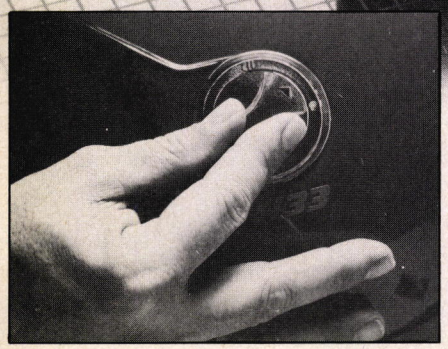

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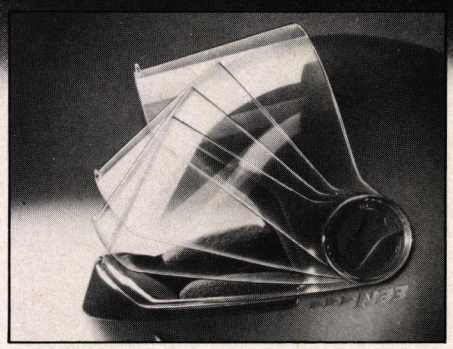

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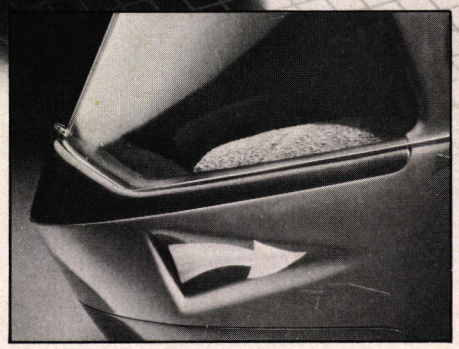

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SPORT LINES

Cycle Guide's True Tales of Racecourses, Dark Horses and Machines at Speed

BY DAIN GINGERELLI

Superbikes On Steroids

Your cheatin' parts will tell on you.

• It's been said of NASCAR racing—that Good Ol' Boy form of automobile racing the AMA used as a pattern for its own Superbike class—that the winning teams are those that cheat the most and don't get caught. NASCAR team mechanics live with a wrench in one hand and a rule book in the other; each word, every single letter of the rules is examined closely so that not one opportunity is missed.

Superbike teams have been pretty successful at modeling themselves after their NASCAR counterparts, too. In fact, the Good Ol' Boy tradition of rules misinterpretation has been a part of Superbike racing since day one. Some of the instances have been blatant cheating, and at other times amounted to mere oversights by the parties concerned. One thing's for sure, though: Practically every team has—at one time or another—joined that fraternity of cheaters, the Good Ol' Boys Institute of Technology.

GOBIT's first graduating class was a closely knit group. Its members included Butler & Smith (BMW), Yoshimura (Kawasaki, and later Suzuki), Racecrafters (Kawasaki) and the privateer Ducati team headed by Cook Neilson. As Neilson recalled, "Everybody knew what the deal was. There were certain areas that you wouldn't touch or tinker with. There was a gentleman's understanding about protests."

The basic understanding, Neilson explained, was that no one would protest as long as the cheating was limited. And the AMA helped foster the situation by drawing up an ambiguous set of rules ("The rules said no aluminum axles, so we said, fine, we'll use titanium," Neilson said.), and then just running the races, leaving the Good Ol' Boys alone to do their thing.

Partly because of the gentleman's agreement, and partly because the AMA didn't closely govern the class, cheating became a way of life for Superbike racers. In fact, Neilson once jokingly called for a Cheat-off, a way for all the teams to confess their transgressions after the season was finished. "The Cheat-off," Neilson said, "would have gone something like this: 'I'll see your titanium axle, and raise you a titanium swingarm.' The team that could make the final bid won."

Neilson's Cheat-off helps illustrate the cavalier attitude toward the rules that was accepted during the early days of Superbike racing. Once the factories got involved in

Continued

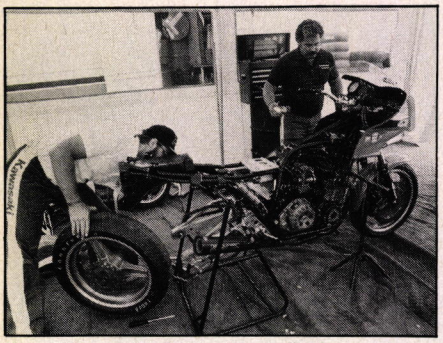
PHOTOGRAPHY © 1985 TOM RILES

the class, though, the cheating rose to new heights, and the teams had to be more secretive about their Good Ol' Boy technology for fear of being protested by the other cheating teams. "When Honda and Kawasaki came in (1979)," two-time Superbike champion Wes Cooley said, "it was apparent that everybody was cheating. But because there was so much at stake, they had to be discreet."

Discreet or not, most of the cheating, according to Superbike mechanics of that era, was done in the interest of rider safety. Steve Johnson, formerly with Team Kawasaki, claimed that some degree of cheating actually was necessary in order to make the bikes handle well enough so they wouldn't spit off their riders. "The bikes at that time were unsafe, and they still went 160 mph," he said. "They were ill-handling bikes."

When the factories entered Superbike racing, cheating reached a new level

Meanwhile Wes Cooley and Yoshimura forged ahead with their semi-factory effort.



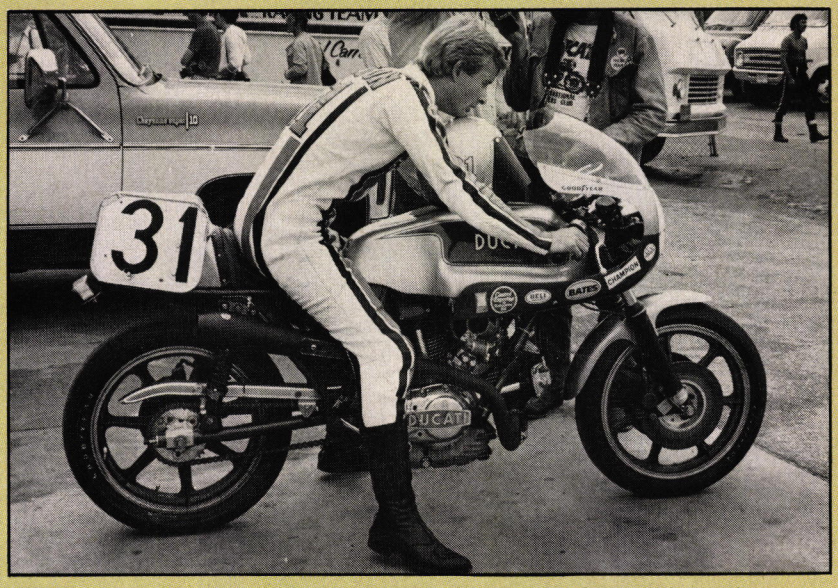
Team Kawasaki checks the ballast

When leaded gas just isn't enough.

Whatever the motivation, though, the factory-backed students took their racing even more seriously than the preceding GOBIT alumni did. In fact, the racing—and the cheating—became so intense that it led to, as one Superbike insider put it, the "Big Protest" of 1980, an episode that involved Yoshimura Suzuki's Wes Cooley, then reigning Superbike champ, and Team Kawasaki's Eddie Lawson. With one race to go, Lawson led Cooley by 13 points. A fourth-place finish or better by Lawson at the Daytona Pro-Am would wrap up the title for Kawasaki. Cooley, on the other hand, needed to win to retain his title. As it worked out, Lawson's bike wouldn't start for the Main. So, in violation of AMA rules (a competitor has to race the same machine he uses for qualifying), the Kawasaki mechanics put Lawson's numberplates on teammate Dave Aldana's bike and rolled it to the grid for Lawson to ride. Cooley ultimately won, while the Lawson/Aldana bike broke its engine. Cooley won the title, setting the stage for the Big Protest.

Kawasaki protested first, claiming the cantilevered shock absorbers on Cooley's Yoshimura Suzuki weren't legal. Yoshimura countered, stating that Lawson hadn't raced the bike on which he'd qualified. Finally, the AMA disallowed both protests, and Cooley was crowned the champ for the second year in a row.

The GOBIT Equation



GOBIT graduate Cook Neilson inspects his trick tachometer before tech inspection

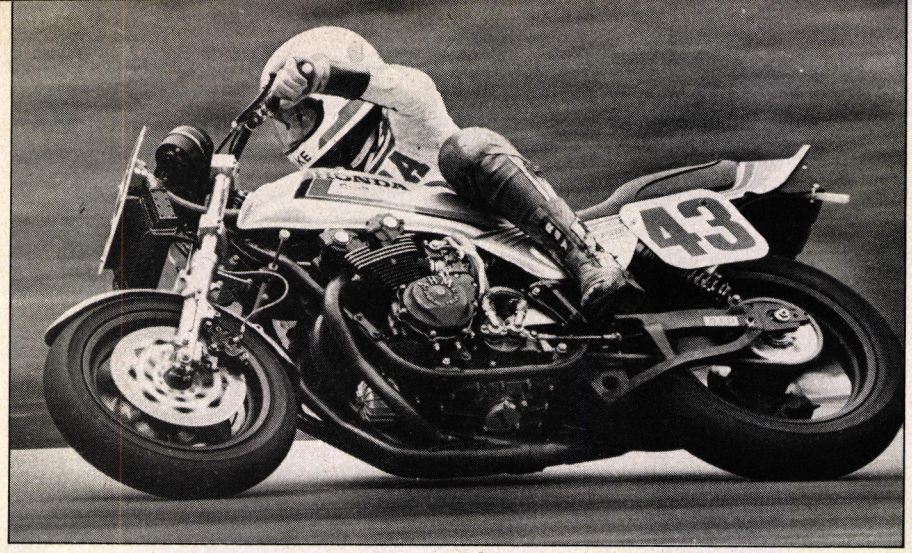
Secure in the knowledge that the needle is quicker than the crankshaft.

• Perhaps one of the most valuable lessons learned by GOBIT members was that noise equaled horsepower. Because Superbike class rules used to require stock-looking exhaust systems, tuners would gut their bikes' mufflers for less exhaust back-pressure, and thus more horsepower—and more noise. The rules also stated that engine noise couldn't exceed 110 decibels, and AMA officials checked each bike at tech inspection before every race.

Still, there were ways to circumvent the rule—or in more proper terminology, to cheat. And Cook Neilson, a privateer Ducati rider, found a way. Neilson needed the noise—and the horsepower—so his vee-twin Ducati could stay competitive with the faster four-cylinder bikes. His solution was elegant in its simplicity: a second tachometer, which he substituted in place of the regular tach before tech inspection. The substitute tach "read about 40 percent too fast," Neilson said. As a result, while the bogus tachometer was registering redline, the Duck's engine actually was loping along at about 5000 rpm, and of course passed the inspection with flying colors.

Neilson said, "We could go through the decibel meter fine, but it (the engine) sure made a lot of racket on the track." And because that racket equaled horsepower, and horsepower equals speed, Neilson became an honor graduate of the 1977 class of GOBIT.

—Dain Gingerelli



Mike Baldwin rode for Honda's Good Ol' Boys team for several years

Despite using every trick in the book, he didn't win a Superbike series.

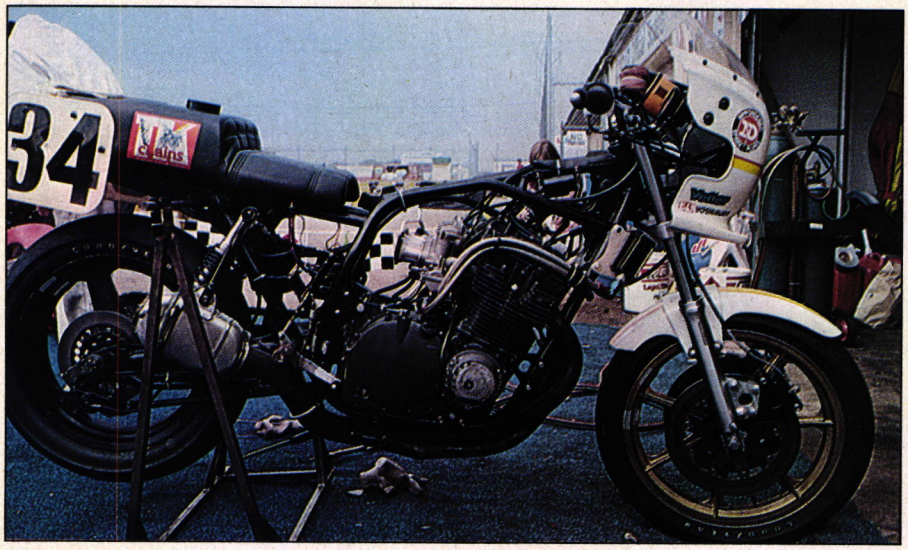
After the Big Protest, the flagrant rules violations subsided somewhat. Still, it wasn't until the 1983 season, and the institution of the 750cc displacement limit for the Superbike class, that the AMA had a clear-cut opportunity to rid the class of the cheating that seemed so prevalent since the first championship season. But the AMA didn't seize the opportunity, and the cheating went on just the same. The Yoshimura team, for example, was disqualified from the Laguna Seca Superbike race in 1984 for having its bike weigh in 4 pounds under the class limit. And at the end of the year, Yoshimura mechanics admitted that their GS750-based racebike had a modified steering head. AMA Superbike rules call for stock frames.

Will the cheating continue? Probably, because the Good Ol' Boys are a competitive breed. True, the motorcycles have gotten far more sophisticated, but then so does the cheating. After all, the point of racing is to win, and there'll always be competitors who will try to win any way they can—even if it means going to extremes.

—Dain Gingerelli

Pops Yoshimura—valedictorian

Known for his great little cheats.



One of the Great Protest contenders, the Yoshimura Suzuki GS1000S

Team Kawasaki blew the whistle on the cantilevered shock absorbers.

Continued

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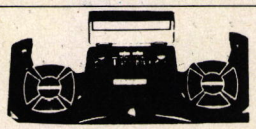

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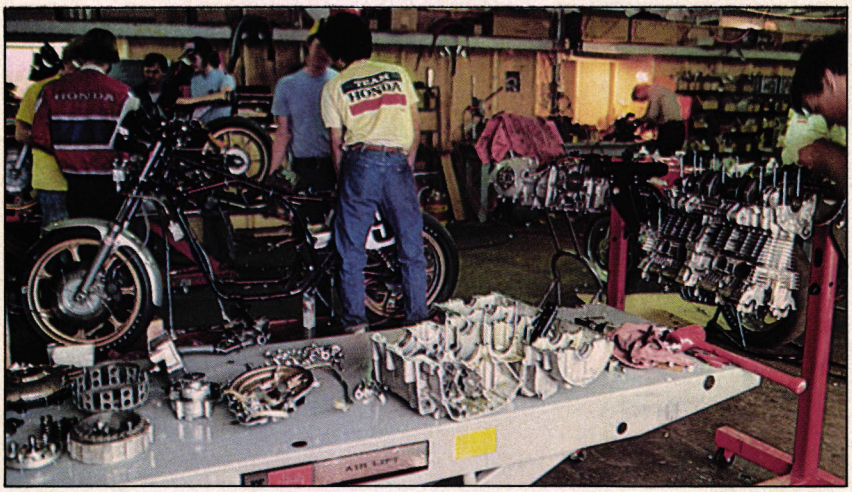

A typical gathering of Good Ol' Boys, Superbike style

Learning to read the rule book with one hand.

Life and Times of the Good Ol' Boys

- 1977—Pops Yoshimura installs Suzuki RG500 GP bike's fork on the team's GS750-based Superbike. "Beginning of the end," says one rider.
- 1977—Cook Neilson buys back-up tachometer for Ducati.
- 1977—Neilson obtains "special transmission" that's hand-crafted using alloy metal from the Sikorsky helicopter factory.
- 1978—Yoshimura fills starter motors with lead to serve as ballast. Later one former Yoshimura team member said, "Pops was known for making great little cheats."
- 1980—The Big Protest.
- 1980—Special GS1000S fairings, made of ultra-thin fiberglass to reduce weight, are shipped from Suzuki in Japan to Yoshimura race headquarters.
- 1981—Team Honda builds chromoly sections into its CB750F-based Superbike frames to save weight.
- 1981—Team Kawasaki shows up with KZ1000J frames devoid of battery box and all unnecessary brackets and tabs. Claimed to be stock frames.
- 1982—Privateer John Woo's Kawasaki weighs in under the class limit. Disqualified from third-place finish at Sears Point.
- 1983—Team Honda makes special front numberplates for its VF750F Interceptor racebikes; AMA officials step in and tell them to relocate them.
- 1983—Team Kawasaki fills its GPz750 Superbike's bottom frame tubes with lead birdshot for ballast.
- 1984—Team Yoshimura weighs in 4 pounds under class limit after Laguna Seca. Disqualified from second-place finish.

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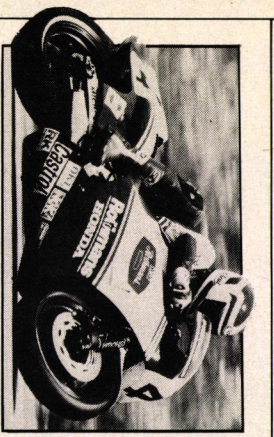

Freddie Spencer on the Rothmans Honda

Putting the NSR500 on the payroll.

• Here, try my brand: For the first time ever, Honda Motor Corp. will have a sponsor for its Grand Prix roadrace team. Rothmans International, the British cigarette firm, will underwrite Honda's 500cc GP effort for the next three years. Officially, the team will be known as Rothmans Honda Racing Team, with Freddie Spencer as the number one rider and Takazumi Katayama as his teammate. Both men will have NSR500 and NS500 bikes to choose from.

• Plug for a sponsor: Any club racer in America can get Nippondenso Spark Plugs as a sponsor for 1985. According to Dennis Taylor, marketing manager for ND Spark Plugs, the company will award a $100 U.S. savings bond to any amateur racer who wins a race using ND spark plugs. Those looking for a sponsorship from ND should write to Team ND, P.O. Box 55578, Riverside, California 92517, or call (714) 682-9649.

• Vance & Hines & Suzuki: One of the most successful dragrace teams in history, Vance & Hines, will return to the strip in '85, again with support from Suzuki. Terry Vance will ride a 1985 GS1150E-based Pro Stock bike in NHRA and IDBA races this year, and Byron Hines will continue as Mr. Goodwrench for the dynamic duo.

• Puttin' the Hammer down: Suzuki has also pledged support to Team Hammer, WERA Endurance Series champions for the past two years. According to a Team Hammer spokesman, Suzuki will provide the team with a bike similar to the new oil-cooled GSX-R750, but it will use a GS1150 engine for power.

• So long, slick: Burmah-Castrol Inc., maker of Castrol oil products, won't be greasing the skids for AMA Camel Pro Series racers in 1985. For the first time in many years, the firm will not offer contingency sponsorship in the CPS. Instead, Castrol's dollars will flow to the AMA Supercross series.

• Mind over Mathers: Gary Mathers, American Honda's director of racing, might have his work cut out for him in the Superbike class this year. Because

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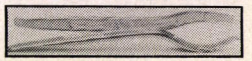

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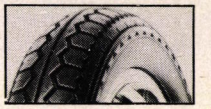

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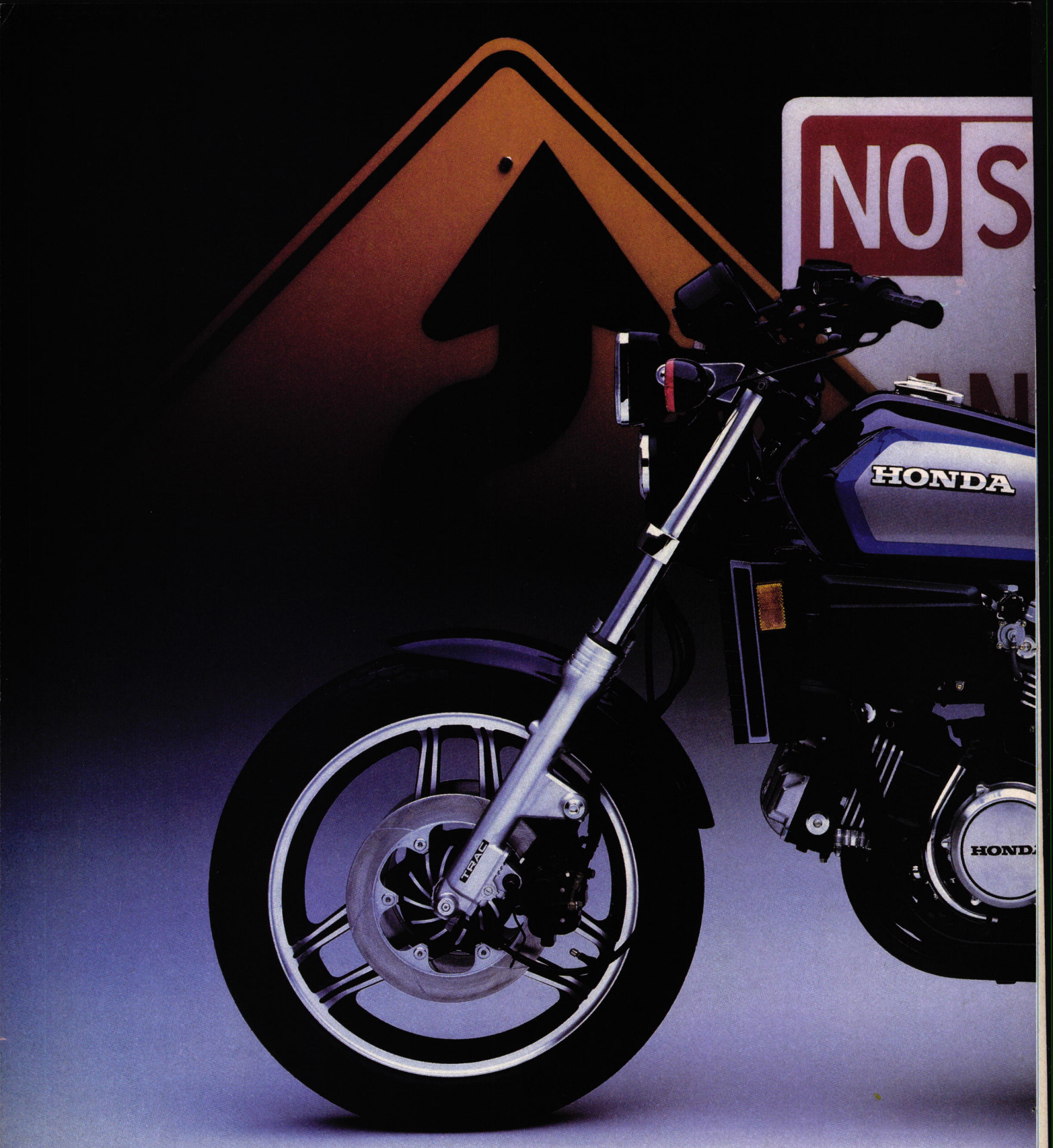

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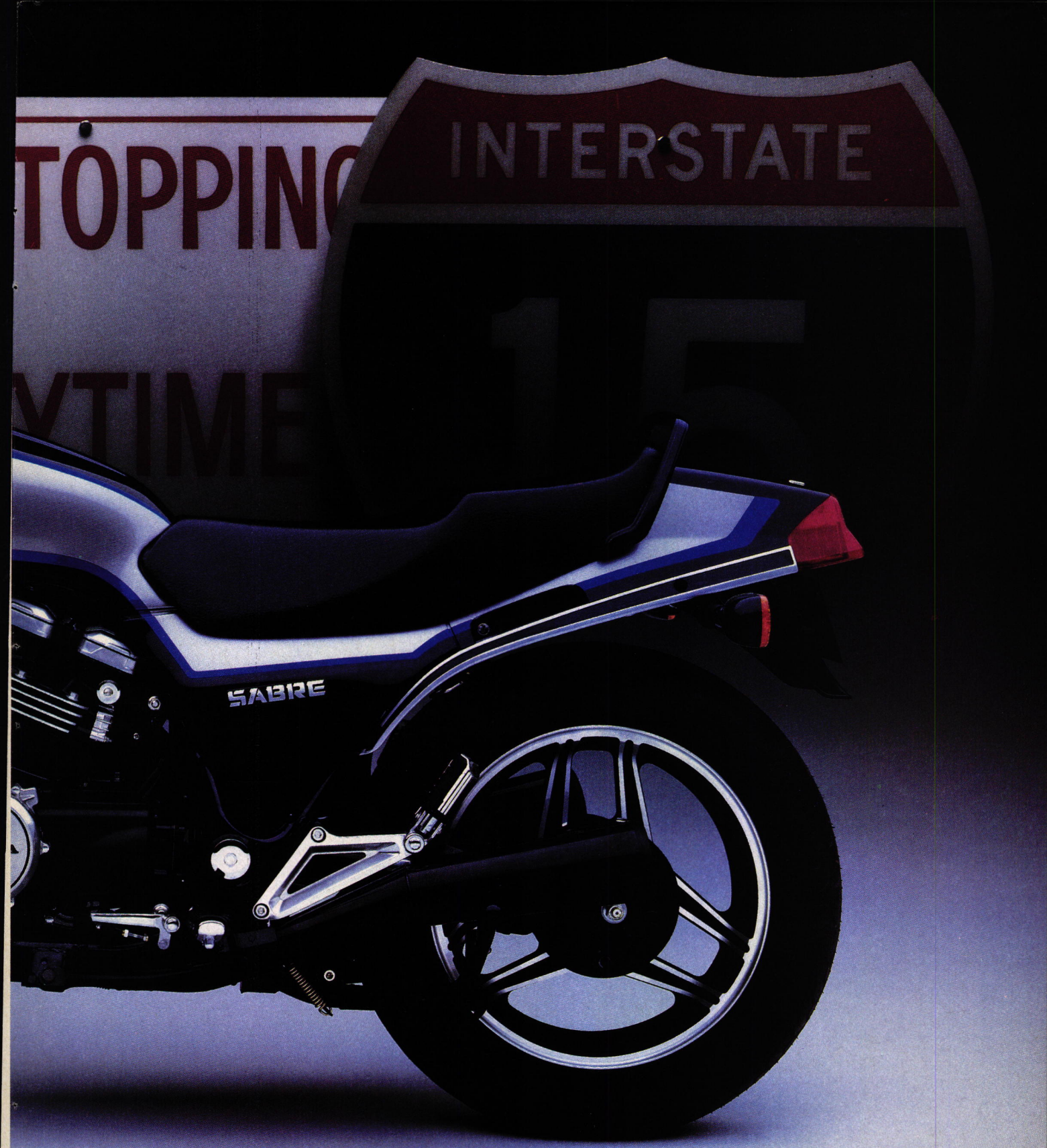

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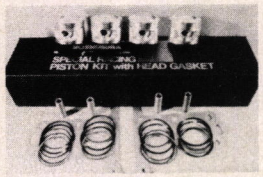

Racing Piston Kit

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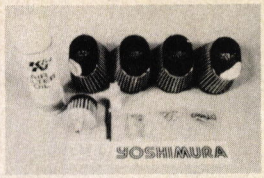

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Pit Bits

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Gary Mathers has had to wait before

Kawasaki held him up in 1983.

for 1985, the factory in Japan has decided to take over the construction of Superbikes for the American-based team, and then let Mathers' crew maintain the bikes as the year progresses. Mathers faced the same situation when he was team manager at Kawasaki in 1983, and watched precious championship points slip away while his mechanics and riders worked the bugs out of the bikes during the early part of the season.

• Freddie Spencer Racing: Freddie Spencer is set to return to Camel Pro Series racing—but not as a rider. Instead, he'll be sponsoring a team, under the banner of Freddie Spencer Racing. While Spencer himself pursues his second 500cc GP title, Doug Chandler and Randy Goss will fly the FSR colors on Honda flattrack bikes tuned by Jerry Griffith and Dennis Jones.

• Quote Department: Sliding a Class C flattrack bike looks like fun, right? It looks easy, too; go straight, then turn left at the first corner. But in order to make the bike slide, you have to keep the throttle open, or else you'll lose momentum and fall down. AMA Grand National Champion, Ricky Graham said this about learning how to slide: "You get a lot of bruises until you learn how to keep on the gas." —*Dain Gingerelli*

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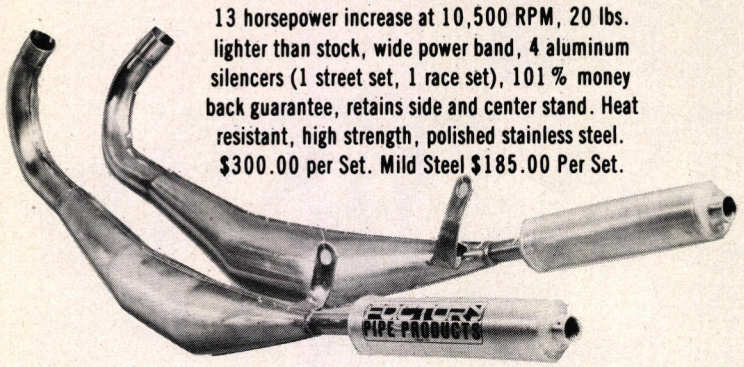

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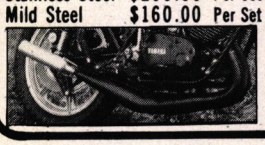

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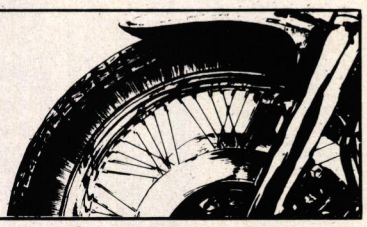

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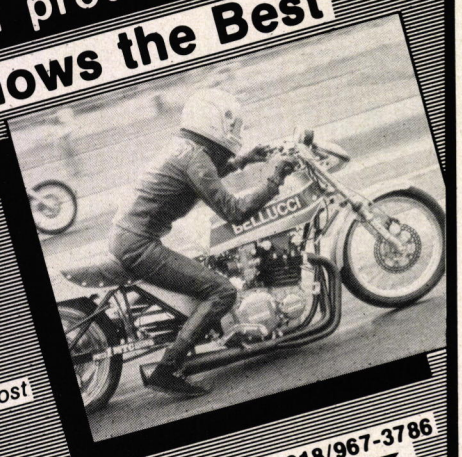

Ray Bellucci knows performance racing. He is the 1984 NMRA Pro Comp drag race champ and Pro Mechanic of the Year. Among other records, he has the world's quickest gas carbureted motorcycle (8.07 sec.) and the world's fastest Pro Comp bike (160.71 mph). Ray depends on Dyna hi-performance ignition products ... you can, too. For most popular 4-strokes.

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Winners & Losers

Harley Who?

How soon they forget.

• The 1984 Camel Pro Series hadn't yet run its course when people began talking about where to bury Team Harley. Honda had badly beaten Harley-Davidson, and it looked like only a matter of time before Harley's demise was announced. By the end of the year, the rumor was all but confirmed, and the gravediggers got out their shovels.

Even Randy Goss, the man who had ridden Harleys throughout his professional Expert career, decided to jump the ship before it sank, and signed to crew aboard a privateer Honda team created by former world champion roadracer Freddie Spencer. Goss said, "When we got within a month of the season openers in the Houston Astrodome, and I still didn't have anything firm on Harley's plans, I felt I had to make the move." Goss' decision all but confirmed the rumor that Team Harley had been scuttled by corporate management. Eulogies were written, and talk focused on what dirttrack life would be like without Harley-Davidson.

But Harley wasn't out; down, maybe, but not out. Clyde Denzer, the team's rookie manager for 1984, indicated there was talk within the company of streamlining the team, but not disbanding it all together. "Things (money) have been tight around here lately," he said. But quitting never really entered into the scheme of things. Instead, the company looked for ways to counter the flattrack invasion by the world's largest motorcycle manufacturer: Honda. Last January Denzer said, "We are putting together a program (for racing), a long-term program to carry us through."

And the first order of business was to plug the holes in the existing program. Goss was gone, there was nothing to be done about that. So emphasis shifted to the machinery, an area where Honda had the upper hand last year. "We've changed our priorities for this year," said Denzer. "We were complacent in how things were going, so most of our emphasis was put on maintenance, not development. Now we want to go back to development for racing."

It was, in so many words, a declaration of war—and an admission of failure. For too many years Harley-Davidson had owned the dirttracks of America. The team, according to Denzer, had become

overconfident, maybe even fat and lazy from its success; meanwhile, Honda had been making progress. But nobody, least of all Harley, believed Honda would show such overwhelming strength for 1984. And in reflecting on the season, Denzer realized that the telltale signs of defeat were evident as early as January 1984. "When they (Honda) signed the two riders (Ricky Graham and Bubba Shobert), I think that's what caught us with our pants down," said Denzer. It proved to be the deciding factor, too, and led to a one-two sweep by Graham and Shobert in the final CPS standings.

Die-hard Harley fans aren't discounting H-D from the 1985 battle, though. And, ironically, one of the most avid Harley backers is Goss. "Honda has the edge right now," he said, "but I think you can still get the job done with a Harley if you have the right team."

Denzer concurs, and believes he has the right team with riders Scott Parker and Jay Springsteen returning to the camp for 1985. The Grand National title used to be the sole property of Harley-Davidson, and H-D wants it back—badly. Now the only things standing between Harley and the championship are 21 dirt track races—and Honda.

—Dain Gingerelli ●

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Harley-Davidson intends to come back strong against Honda this year

H-D let development slide last year.

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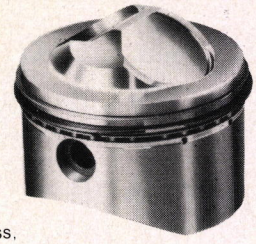

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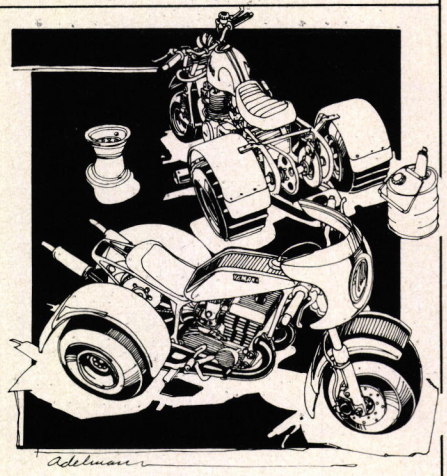

BYE BYE BSA

Please allow me to set to rest the matter of the year/model frame of Bob Sinclair's SAABSA (December 1984 issue.)

As David Hayes of Nevada correctly stated in his letter (February 1985) the frame is indeed from a pre-unit BSA. It would not, however, have once housed an A65 motor, as Hayes speculated; the A65 was a unit-construction machine.

In any event, Sinclair, a member of our organization, has forwarded the frame numbers to us and we have indentified the structure as having left the Armoury Road works as a 1959 A7 or A10, 500cc or 650cc parallel twin. Without the engine number, it's impossible to tell its displacement.

The BSA Owners' Club of New England would be pleased to date any CYCLE GUIDE readers' BSA of any vintage. Send serial numbers and a stamped self-addressed envelope to: BSAOCNE, P.O. Box 439, Lincoln, Maine 01773. Be sure to include engine *and* frame numbers.

Bill Litant, President
BSA Owners' Club of New England

LEGAL EAGLE

I would really like to take apart T.J. Rafferty's editorial "Deep Six the Double Nickel" but my time and your space prevent me from doing so. The article is full of wrong-headed thinking, all the way from his not believing there ever was an oil shortage, to his suggesting non-compliance with the law, to finally suggesting it would be a good idea to withhold one's federal tax on gasoline. A recent editorial in the Rocky Mountain News flatly states that the 55-mile speed limit works. Period.

While we're on this subject, let me comment on the Ironbutt Rally, in which 10 riders rode 8000 miles in 10 days. That has got to be the dumbest thing I read about all week.

Richard Ellian
Denver, Colorado

Didn't read Rocky Mountain News this week, eh?—ed.

PRECOGNITION

Before reading your H-D Sportster test (February 1985) I knew the outcome. Lack of power, vibration and rider comfort would disqualify it as a motorcycle worth owning. It's too bad you didn't devote as much of the article to styling, as you did to the technical aspects of the bike. Harley must be doing something right, because Japan is trying its best (worst) at trying to copy an original style. Proof was on the cover of the same issue, the Magna and Madura.

Mark Nettesheim
Hartland, Wisconsin

STRONG OPINIONS

I am writing in regards to *engineer* Ed Armstrong's dumb-luck comment in your January issue. I wonder how many people Ed has talked with who will swear that they can tell their story today because of their helmet? I happen to be one. While traveling at approximately 50 mph at night on a two-lane state highway, I slowly rounded a curve when all at once I struck a deer, then the ground, as well as a reflector post—the latter two with my head. The damage to my helmet was considerable. The damage to my head was none.

I would like to know if Mr. Armstrong has suffered a severe blow to the head. If so, that would explain his lack of common sense.

David E. Van Meter
Austin, Texas

All letters must include the writer's name and address. Letters will be edited for length. Due to the volume of mail received, we regret we are unable to give personal responses.

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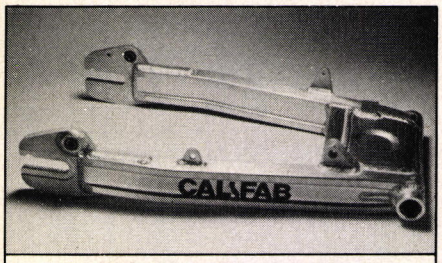

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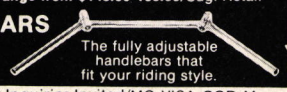

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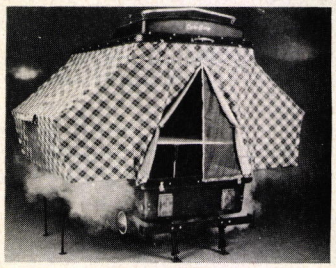

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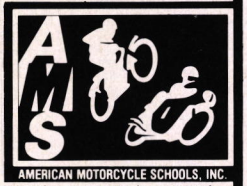

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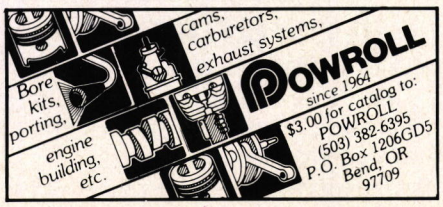

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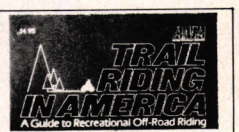

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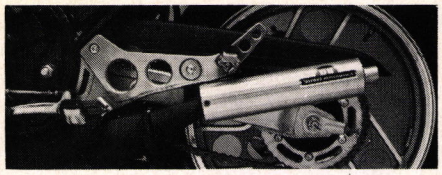

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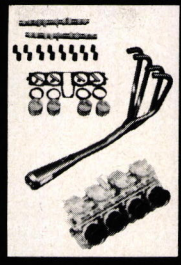

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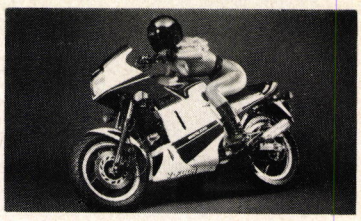

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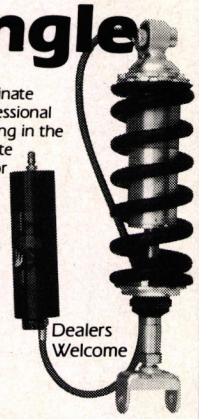

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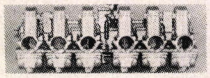

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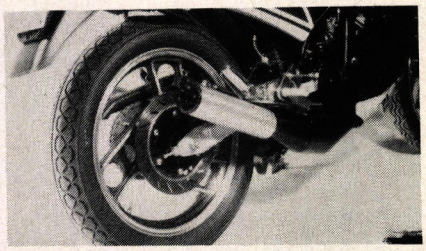

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